

ROADRACING WORLD

& MOTORCYCLE TECHNIQUE

Volume 11, Number 6 June 2001

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Suzuki has introduced the GSX1400 to the Japanese domestic market, updating the naked bike concept with an air/oil-cooled engine using dual-throttle-valve fuel injection. Claimed horsepower is just 100 due to political considerations but a graph included in a Japanese-language press kit we obtained from a Japanese journalist showed the bike making over 125 horsepower. Claimed torque is over 90 lbs.-ft., a stump-pulling (or wheelie-pulling) number reached at just 5000 rpm. American Suzuki says it has no plans to bring the new bike into the U.S. and it's unknown what Suzuki Motor Company's plans are regarding sales in Europe and other parts of the world. But it's a fair bet that the bike will show up anywhere there is demand.

The Suzuki GSX1400 is a 1401cc Inline Four with a plain bearing crankshaft and a counter-rotating balance shaft. Cylinder bores are electro-plated, with a bore and stroke of 81 x 68mm and a compression ratio of 9.5:1. Dual overhead cams are dri-



Two views of the Suzuki GSX1400, introduced in Japan with no announced plans to sell it in the U.S. or Europe. The bike combines a torque-monster air/oil-cooled engine with a steel frame, aluminum swingarm and conventional 46mm forks.



ven by a cam chain off the center of the crankshaft, and bucket tappets operate four valves per cylinder. Valve timing is 27-46 intake and 45-15 exhaust, measured to and from 0.3mm lift, and redline is 9000 rpm. Wheelbase is 59.8 inches (1520mm) and claimed dry weight is 502.3 pounds (228 kg). The bike has three-spoke cast aluminum alloy wheels, a 3.50 x 17 front and a 6.00 x 17 rear, carrying 120/70-17 front and 190/50-17 rear radial tires. The frame is tubular steel with two piggy-back rear shocks with integrated hydraulic spring preload, compression damping and rebound damping adjusters; the swingarm is extruded aluminum alloy. Fully-adjustable conventional forks are used and rake and trail are 26 degrees/105mm (4.1 inches). Dual front discs measure 320mm (12.6

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On The Front Cover: Valentino Rossi (46) celebrates his win in the Japanese Grand Prix, marking Honda's 500th GP victory, and Manabu Kamata test-rides the V-5 Honda RC211V at Sugo. Photos by Yves Jamotte/Sports Photography and Shigeo Kibiki.

inches) and the single rear disc measures 260mm (10.2 inches). Fuel capacity is 5.9 gallons (22 liters). The primary reduction ratio is 1.509:1 with a secondary ratio of 2.277:1 and individual internal gear ratios of 2.916:1 for first, 1.937:1 for second, 1.526:1 for third, 1.285:1 for fourth, 1.136:1 for fifth and 1.000:1 for sixth.

The GSX1400's engine management system operates the dual-throttle-valve (SDTV) fuel injection system and has a new cold-start feature that automatically adjusts idle at start-up, without any need for a choke knob. The SDTV system differs from the systems seen on GSX-R models in that the fuel injector is positioned to spray down the intake manifold and hit the intake valve, instead of hitting one of the throttle valves. Suggested retail price for the Suzuki GSX1400 is 998,000 yen in Japan, which at press time was the equivalent of about \$8200.

Ducati officials have announced that they will be producing a new, limited edition Monster to celebrate the career of former Superbike World Champion Carl Fogarty. The new bike, of which there will only be 300 units produced, will be labeled the Monster S4 Fogarty. Starting with a four-valve-engined Monster, Ducati engineers added titanium-nitride-coated Showa forks and carbon steering damper to improve handling. The Monster's engine output is raised from a claimed 104 bhp at 8750 rpm to 110 bhp at 9750 rpm thanks in part to a carbon-fiber Termignoni exhaust canister (for closed-course use only), a different airbox, and specially calibrated engine CPU. A 39-tooth rear sprocket replaces the 37-tooth cog to give shorter gearing and improve acceleration. Famed designer Aldo Drudi, best known for his custom helmet and leather designs for racers, has helped Ducati give the Monster S4 Fogarty a unique appearance. The small nose fairing, front fender, footpeg brackets, and seat cowl are all Drudi-original designs and have been painted to match the wheels and frame. New radiator cowls, air scoops to improve rear cylinder cooling, and a new belly pan are other ways to pick out the Foggy edition Monster. Further differentiating the limited edition bike's appearance are Foggy logos on the tank and nose fairing, the Ducati Corse emblem on the front fender, and a laser-etched titanium plate on the fuel tank featuring Foggy's logo, signature, and the bike's limited edition number. When it's all said and done, the Monster S4 Fogarty weighs 4 kg, or 8.8 pounds, less than a standard bike. Included in the 18,000 Euros, (\$16,060) price (as of April 13), will be front and rear race stands and a special cover. The Monster S4 Fogarty will be sold exclusively via Ducati's website at www.ducati.com starting in June 2001. Further information on the Foggy edition Monster will be available on Ducati's website starting May 14.

A GMT94 Suzuki GSX-R1000 entered in the SuperProduction class for machines with modified chassis and stock engines took the overall win in the LeMans 24-hour, the opening round of the 2001 Endurance World Championship. The Honda Elf works RC51 entered in the Superbike class led most of the race, but encountered clutch problems in the closing hours and had to be pushed in; the Honda still finished second overall, one lap behind the GMT94 Suzuki, 759 to 758. Another SuperProduction Suzuki GSX-R1000, fielded by the Suzuki-Castrol team, finished third overall with 755 laps. The first (and only) American to finish was Michael Barnes, riding for 24th-overall Herman Verboen Racing on a Yamaha YZF-R1. American Joe Prussiano rode for Bikeshire Racing, which retired and was ranked 43rd in final results; American Jason Pridmore rode for Whirley Phase One on a GSX-R1000, and that team retired and was

continued on page 6

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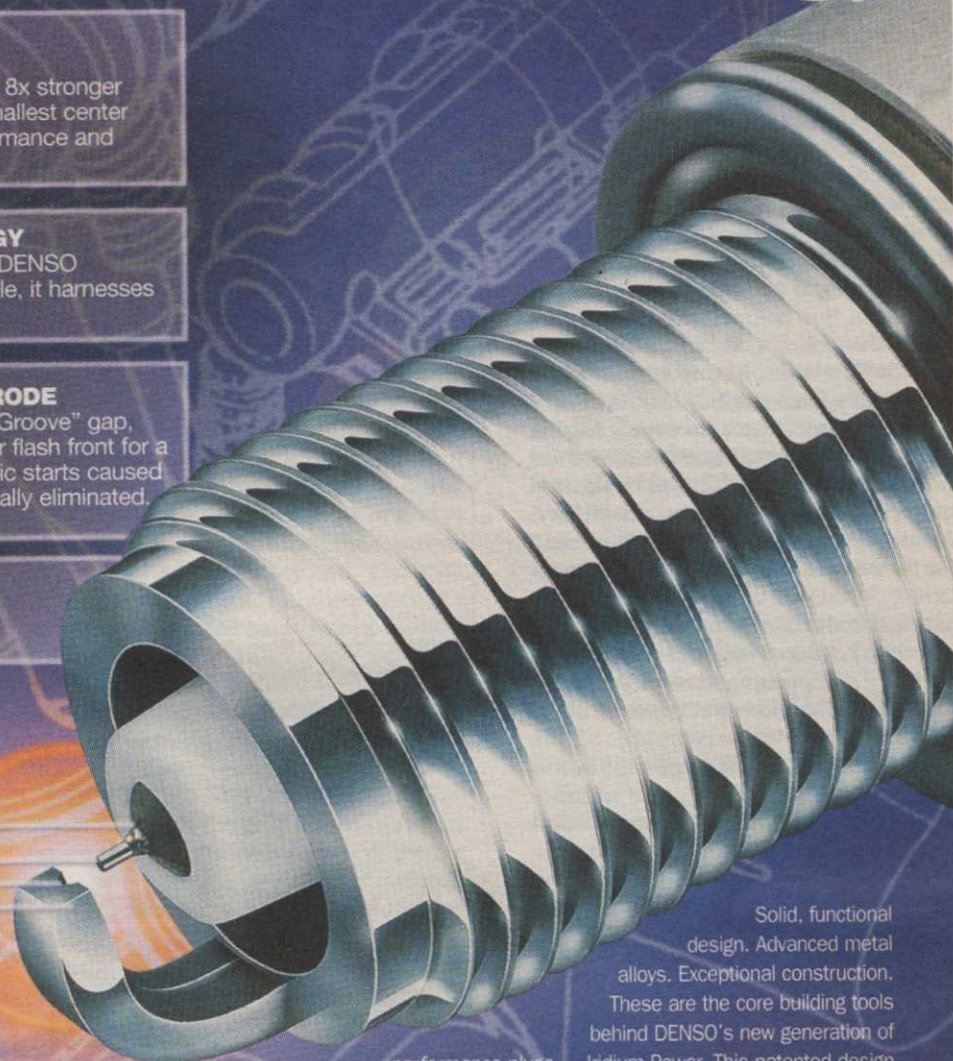
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2000 Formula USA
Super Bike Champion



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continued from page 5

ranked 47th in final results.

The AMA Superbike National at Willow Springs is back on the schedule and will be held September 13-16. The race is being promoted by the racetrack itself, according to Willow Springs' Greg Huth. The AMA weekend will start with a Team Hammer Pro Practice on Thursday, September 13 with official AMA practice and qualifying starting on Friday, September 14. Races will be held September 15 and 16.

According to a press release issued April 5, "Mazda North American Operations (MNAO) has inked a title sponsorship deal with the Sports Car Racing Association of the Monterey Peninsula (SCRAMP) to become the title sponsor of Mazda Raceway at Laguna Seca. With this agreement, Mazda becomes the first auto manufacturer to be the title sponsor of a major motorsports facility. Terms of the agreement were not disclosed." The release also stated, "As part of the sponsorship, MNAO will utilize the track for new vehicle introductions, media and corporate hospitality, advertising and promotions, product development and employee training." Local news reports put the value of the deal at \$7.5 million.

According to a cryptic e-mail sent out to AMA Pro Racing employees and contractors by AMA Pro Racing Director of Com-



It looks like a 1980s-era Superbike, and the old racers we know can only wish their old iron had the modern features this one has. The piggyback shocks and conventional forks are fully adjustable and a modern engine management system uses eight injection maps and four ignition maps. (Below, right) A cutaway of the GSX1400's SDTV fuel injection system, showing the shallow injector angle and positioning of the two throttle butterfly valves.



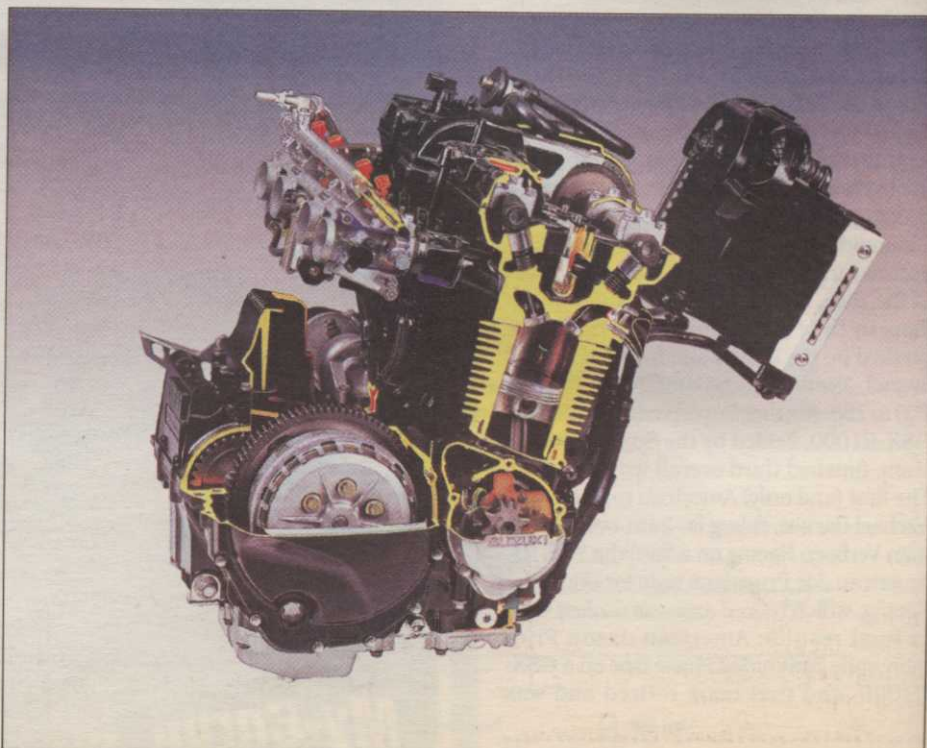
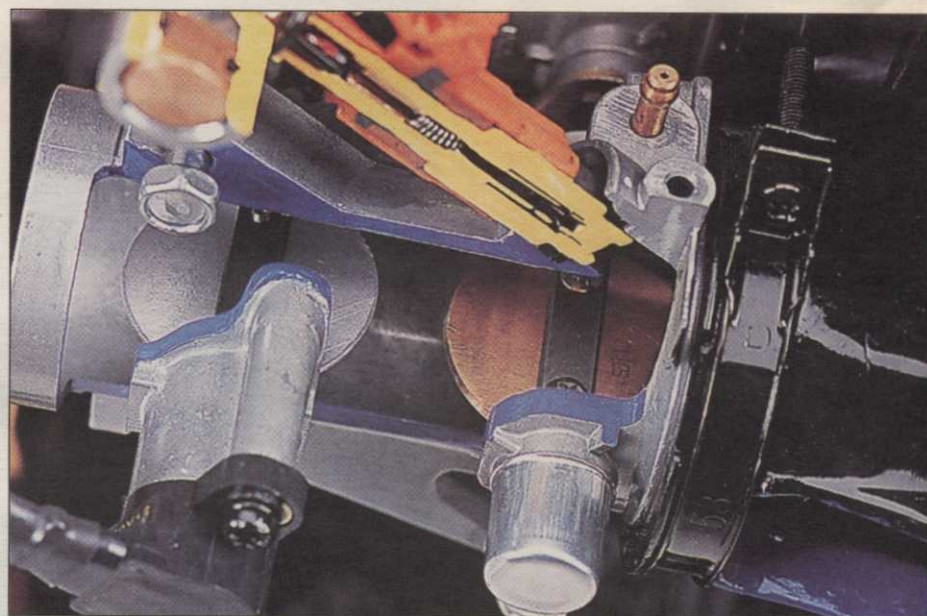
The Suzuki GSX1400 without bodywork, showing the tubular steel frame, dual-shock swingarm rear suspension, and conventional forks. The riding position and the general design combine tradition with modern power-producing technology.

petition Merrill Vanderslice, Dan Lance has again left the organization. The e-mail, dated April 5 and obtained by *Roadracing World* on April 10, read as follows: "Effective today, Dan Lance has resigned as Safety/Logistics Officer to pursue other interests." Asked to clarify the situation, Vanderslice declined to comment, stating that he was not "at liberty to comment on private personnel issues". Lance was well-liked by riders and team members for his practical approach to problems faced by riders, including track set-up. He originally left his part-time job with AMA Pro Racing last fall because the organization would not pay him enough to even cover his direct expenses incurred getting to AMA Pro Races. Lance was lured back this spring with a full-time staff job based out of AMA headquarters in Ohio.

George Bruggenthies, President and Gen-

eral Manager of Road America, has hired Carson Wilkinson as the Wisconsin track's first full-time Safety Director. Before accepting his new position in charge of Road America's 75-member-strong emergency response team, Wilkinson worked for the track since 1995 on a part-time basis while also holding the position of Division Chief for Training Safety with the Kenosha Fire Department. Since starting his safety career in 1975, Wilkinson has served in several capaci-

Cutaway of the Suzuki GSX1400 engine, showing its conventional air/oil-cooled layout, DOHC, bucket tappets and gear primary drive.



ties from firefighter to the Safety and Rescue Chief for the Midwestern Council of Sports Car Clubs in conjunction with the Sports Car Club of America.

If you had a blank check, no set deadline for completion, 750 acres of land, and the blessing of local and state authorities to build the finest road racing course in the world, what would your track be like? In essence, that is the situation that faced officials with the Barber Motorcycle Museum a little over two years ago, when wealthy motorcycle enthusiast, collector, race team owner and museum owner George Barber founded a non-profit organization tasked with building a new racetrack and museum complex in Birmingham, Alabama. Now, as the warmer, drier weather of spring arrives, the \$33 million Barber Motorsports Park is nearing completion. When will it open? "It'll be done when it's done, and it'll be right when it's done," says Track Manager Lee Clark. "That's frustrating to some folks because they want to come see it, but we want to make sure it's done right. Our main focus is getting it built. We're lucky in that it's not like we're forced to open it at an early date to generate income to satisfy a lender or something. We want it right, and if that means it sits here an extra four or five months getting it right, then that's what we want. It's hard to beat a bad first impression. We want to have a premier place, and that's just the way we like to do it."

"We started off with a little \$3 million test track and now it's gone to the international level," continued Clark. "We have a lot of help financially. The city of Birmingham is leasing us the land for a \$1 a year for 90 years. The Governor (of Alabama) gave us \$2.5 million for the access road. It's going to be a four-lane divided highway. One of the things that we feel fortunate about is that we have the full support of the city, the county, and the state. Normally with tracks, everybody doesn't want them. We have the full support because they realize the high profile that motorsports can be if it's done correctly and the economic development of it. Birmingham and Alabama have done a pretty good job of attracting the Honda, the Mercedes, and the Toyota plants. They understand that motorsports is a viable part of that. The down side of that is that every time you add another player, it tends to slow things down a little bit. But it's not bad."

"We've pretty much got the major portion of the earth work done. We moved 1.4 million cubic yards of dirt. The first layer of asphalt is down. We decided to wait until spring time to put the last two inches, called the 'Wear Course,' on because it's a polymer base... we are going to do that in a continuous paving so that there will not be any cold seams except for where they start and stop. So it will have one cold seam probably at start-finish on the front straightaway. We're not worried about that, but there won't be any longitudinal seams on the track because they are going to stagger the pavers and actually roll it all into one. We're spending a lot of time and effort into making it one of the nicest surfaces around. It's polymer with a mill slag, which is supposed to be some of the best in grip versus tire wear versus wet-weather adhesion."

"Anyway, we've got that to do still. It's got to be 50 degrees Fahrenheit and rising. So obviously we're going to wait and make sure that we don't have a cold snap while we're doing it because it's going to take almost two full days to lay the surface non-stop. The track's going to be 45 feet wide, the current level of FIA/FIM spec for the highest level of competition. Not that we expect to have a Formula One race but we figured those safety requirements will filter down into other areas somewhere in the future. So why not do it now?"

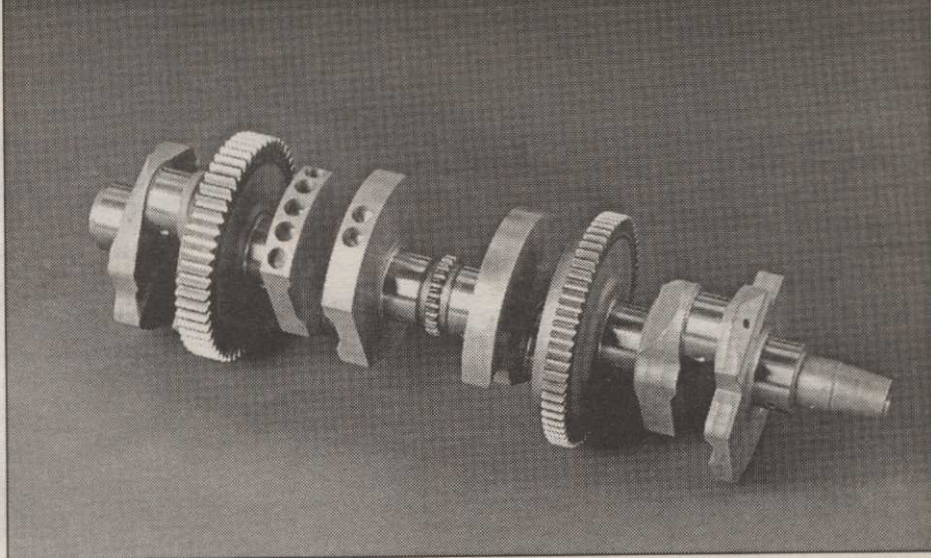
"We had Claude Danis from the FIM here."

He was very happy with what he saw. Of course he's going to do another final inspection when the surface is down and all of the safety features are in. We don't have guard railing yet. That's one of the last things to go in. Franco Uncini (the 1982 500cc Grand Prix World Champion who now serves as IRTA's safety representative) came with Claude Danis. Both of them said that we should have the best road course in the world. We're really happy with that unsolicited endorsement because they go to the best tracks all around the world. We jokingly asked them where we needed the Air Fence. Claude said that we could have it in the paddock if we needed it there."

"(AMA Superbike Operations Manager) Ron Barrick has been here and liked what he saw. He was going to come with Claude the first time but had a conflict. But he said obviously that if Claude was happy, he was going to be happy because Ron is a member of the FIM, too. Then we had two of the riders (Barrick) brought over, Mike Smith and Dave Sadowski, to look at it not long ago. They were very happy with what they saw."

"It's gonna be a fast track. Sure, you say it's got 14-15 turns in 2.3 miles, but there's only two tight turns, that little hairpin and a kind of a corkscrew. The rest of them are sweepers. They're pretty fast. Some are downhill and banked. They're all according to FIA/FIM spec. There are three major elevation changes in the 30-50 foot range through a turn or a series of turns. It's a fun track. Uncini said, 'This is road racing.' He said it reminded him of some of the European tracks. The front straight is about 1400 feet long, then the back straight has a kink in it and is 2800 feet long. The elevation changes are in the last set of turns, the first set of turns, and the quasi-corkscrew."

"One of Mr. Barber's main concerns is that we have a safe track. There's a tunnel so that the ambulance workers don't ever have to cross the track. That's part of the FIM requirements. That's one of those, if it's gonna be safe for the FIM, it's probably gonna be safe for everybody else. One of the odd things about the FIM is that they require guardrail all of the way around the track. It's far enough back and not in the run-off zones, but they don't want the ambulance to ever get hit. They hold new tracks to higher standards,



The plain-bearing crankshaft out of the Suzuki GSX1400, with two gears cut into the flywheels, one (seen here on the left) to drive the clutch and the other to drive the balancer shaft.

of course. Now, the ambulance can never get on the track. For new tracks starting from a clean sheet, they want to use what we've learned in recent years. So we had to make some changes to do that. We spent about \$130,000 for ambulance access. But that will make it a safer track, so we're glad to do it. We actually didn't have the guardrail in a lot of places, but they said, 'You gotta have it here and here.' But there again, it's not very close to the track. One of the neat things about our gravel traps, we didn't put them up close to the edge of the track like is currently being done. We put them about five meters back so that if you're off a little bit, if you're just barely out of whack, you've got a little bit of time to straighten up. Then you've got the gravel, then you've got more earth or grass, then you've got the tire wall. I don't think that many motorcycles are ever gonna make it all of the way through the gravel traps unless they try to ride through it, and that's up to them. I think the \$400,000 worth of gravel traps are going to do their job."

"There's a lot of speculation about the first big events we will have, but we want to focus on getting it built right now. Nothing is confirmed. We've talked to a lot of folks so if it does happen, we won't have to re-design

the whole thing. It would be stupid to not take that into account. We don't have any tentative dates for opening or a first event. We don't want to promise something and not be able to deliver unless we're 100 percent. Most likely, 2001 if we have anything, it will be some club stuff and driving schools just to get our feet wet and get the infrastructure together. In 2002 we will hit the ground running."

"Our track designer, Alan Wilson, has done Kershaw (Carolina Motorsports Park), Gingerman (Raceway), Pike's Peak (International Raceway), the infield for Las Vegas, and he's the chief safety guy in the SCCA Trans Am series. We've tried to seek out, in the different disciplines of construction, folks that have an interest in motorsports. It seems like you get a lot more out of them. (Racer) Bill St. John, who I'm sure you're familiar with, was our civil engineer on the project. So we've had people checking people checking people. All of them want to see a good surface. Basically we've gone the extra mile. When they were doing the earth work, they have to get the compaction down to like 98.9 percent. And Bill's guys are back there with a nuclear meter checking

..... continued on page 10

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LETTERS

To the editor

Jerry Wood Weighs In On Daytona

If you are taking opinions on Daytona:
1. Riders should put a hand up when they see a red flag or slow for any reason.
2. A rider who stalls on the line should put a hand up, hold still and pray.
3. The Daytona 200 was always a test of man and machine, no back-up bikes.

Jerry Wood
Stockton Springs, Maine

Yamaha Dealer Objects To FZ1 Story

In response to your article on the new Yamaha FZ1 (*Roadracing World*, April 2001) I must know one thing: Is Mr. Sam Fleming paid by one of the other big-four manufacturers, or is he on your payroll? Was he a one-time disgruntled employee of Yamaha Motor Corp.? I have never read a more frustrating article in your subscription. If he is on your payroll, you should evaluate your publishing practices.

For Mr. Fleming to state that the FZ1 was put together by parts boxes laying around, he should have his head examined. The FZ1 is by far the nicest looking "naked Sport touring" bike of any of them. It is as far as I'm concerned, the best bike in its class.

I think Mr. Fleming needs to go back to the basics of product testing. Stop comparing this bike with a totally different one. It may be partially Yamaha's fault in promoting the bike that way, but give it a rest. Maybe he should go into the automotive industry and compare a Shelby Mustang Cobra against a Mustang LX. We'll see how the Mustang LX responds around the dirty mountain roads of Spain.

Mike J. Catlin
Vice President/General Manager
Appleton Yamaha Center
Appleton, Wisconsin

"Parts-bin engineering" is a common term applied to the production of motorcycles and cars built using many existing parts and assemblies originally designed for other, previously introduced machines. The story stated, "If the bike is evaluated on the terms of Yamaha's design brief, as opposed to comparing it to a real R1, it succeeds admirably....If your inner baby wants to be swaddled with creature comforts, easy chain maintenance and refined traffic manners coupled with a seriously powerful motor, look no further." What part of that do you disagree with? The bottom line is, your complaint has no merit and your personal attack on Sam Fleming is uncalled for.....John Ulrich, Editor.

Open Letter From FIM President Rebukes Biaggi And Rossi For Japanese Grand Prix Incidents

It will perhaps seem strange that a President is writing to two riders to reproach them because of certain behavior that the Race Director and the Stewards who were present at the scene, did not judge liable for sanction.

In my opinion, it should not be considered strange, but on the contrary, justified.

You are without doubt among the best known riders who give the greatest image to the sport, and for this reason you have not only the responsibility of your own image, but also that of motorcycling in particular and sport in general.

Rules can be subject to different interpretations and applications according to the points of view of the persons who must apply them; however the impact of the actions of the persons who, like you, are

subject to the scrupulous attention of millions of spectators are not unimportant and cannot pass without comment from me in my capacity as the person responsible for the running of our sport.

It is not my role to establish if what happened during the event could have been sanctioned as a sporting offense and what measures could or should have been taken: In this connection, it was the Race Direction at the scene, formed by the four bodies who monitor the races: representatives of the FIM, Dorna, teams and riders. I think that after having verified the events and the (rightly called negative) reactions which materialized in negative judgements in your regard and in the regard of our sport, it is my duty to intervene.

My intervention is two-fold: the first is a reproach to you both, in order to invite you to more attentively and correctly control your actions and reactions, without taking anything away from your fighting instinct and your desire for victory, your skill, your courage and the sporting qualities that a true champion shows to all the world. A real champion must be recognized by his behavior during the competitions but also by his behavior in his daily life, by his acts and by his words he uses in his contacts with others around him, including journalists.

The second, much simpler but more direct, aims to avoid repeating situations in the future where the persons who must intervene do not know the manner in which to do so.

For this reason, the Grand Prix Permanent Bureau will request the Race Direction to intervene with the appropriate sanctions according to the gravity of the actions and/or reactions that could happen during an event, or in the area of an event, and which could manifest itself not only as a sporting offense already provided for in the rules, but also more generally as "anti-sporting or censurable behavior". I realize that this definition is generic, even if it is precise, but it is not possible to establish a list of cases and actions that would define this behavior.

We will watch to see that the persons charged with applying the sanctions are, as far as is humanly possible, the most attentive, moderate and conscious of their very important role.

Mistakes can be made, but it is important to do all that is possible to avoid them being made and to avoid them being repeated, and that the persons who make these errors are punished appropriately.

Knowing you, I am sure that you understand the spirit of this letter and the sentiments that inspired it. I hope to see you soon on the circuits, where I am sure that you will again demonstrate your great technical, sporting and human potential, which makes great champions of you both.

Francesco Zerbi
FIM President
Geneva, Switzerland

Zerbi issued this open letter April 12 after Biaggi ran Rossi off the track and Rossi repassed Biaggi and flipped him off mid-turn, all of which was clearly seen on television. For more, see the report on the Japanese Grand Prix in this issue.....John Ulrich, Editor.

Former Racer Wants To Race Again, But Needs Ride To The Racetrack

About a year ago I had written a letter that you guys published for me (thank you) and in it I had asked for help or sponsorship in getting back on to the track to race. Shortly after that I realized that it don't quite work like that especially after I haven't raced for about 10 years. So for the past year I have been saving as much money as I could and for the past five months I've been working two jobs seven days a week so I can buy a new bike. I still have a big problem in that my drivers license is still suspended and will be so for about another year or two. I am asking you to

publish this letter for me in hopes that I can find some racers that live in my area (Somerset County, Central New Jersey) that would have the space in their trucks or whatever that could give me a ride to the races in this region. Of course I'd be willing to pay for gas etc. You know, in my last letter I think I was asking a bit too much but now all I need is a ride to the track. Hopefully that's not too much to ask, is it? I really miss racing and can't wait to get back onto the track. I should be ready by early or mid July. Please publish this letter for me and include my phone number, which is (908) 884-8853.

Thank you very much

Christopher Martone
Somerville, New Jersey

How Did That Happen?

Could we take the last few minutes of class and have professor Mat Oxley summarize his personal journey from his *Bike* magazine article of November 1998 "Slip-sliding away: Why 500cc Grand Prix Riders Aren't Sliding Their Bikes Anymore" to the April 2001 "GP Mutterings: Speedway's The Source Of Next GP Star" in *Roadracing World*?

John Bishop
Cazadero, California

Where's Buster?

I thought your readers might like to see what Buster Roberts is up to. I took this picture while waiting for the start of this year's Daytona 200. Shortly after the race my pal Buster and my bike were both missing.



If anybody should happen to see Buster and/or my bike, let me know.

Joe Fenech
Ballico, California

Buster Roberts is the father of three-time 500cc World Champion Kenny Leroy Roberts and the grandfather of defending 500cc World Champion Kenny Lee Roberts.....John Ulrich, Editor.

Send letters to Editor John Ulrich, Roadracing World, P.O. Box 1428, Lake Elsinore, CA 92531. All letters must be signed and must include your true name, complete address and daytime phone number to be considered for publication. If we cannot reach you by phone to verify your letter, it will not be published. Letters signed with fictitious names and anonymous letters will not be published. Published letters do not necessarily reflect the official position of this publication and all letters may be edited for clarity and length. Delusional letters from raving lunatics, conspiracy theorists, professional victims or others with a tenuous grasp on reality may or may not be published, depending upon their apparent entertainment value as judged by the editor.



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it every two feet of fill so we don't have a settling problem. That's how they do highways.

"The bed of the track is 10 inches of crushed stone. Your average road only has 6-8 inches, but we put 10 inches down. It has a compaction factor of 101 percent. It's fully compacted. The quality control is the key there. Basically, it gives us a bed that you could race fully-loaded tractor-trailers on, not that we will, but you won't have the settling. Then on top of that, we primed and put down the first two inches of asphalt that they call a binder. Then we let that set all winter, figuring that if we have any drainage problems they will show up. So if we discover that we need to put a drain on the edge of the track, we have the chance to put those in and fix 'em. So we basically have six-to-eight months of Mother Nature on it before we put the wear course on, which is the next two inches.

"Like anything, we have an evolution in mind as far as our infrastructure goes. We're not going to build 1200 feet of garages on day one. Alan's thought on that is to build as few buildings as possible so that you can grow into it when you see what works. We have a full build-out that's going to have bathrooms and stuff. Initially, I don't see that we will ever have any need for stadium seating. We've got beautiful, natural grades with sod on it. We can seat 30,000 people on these hills. From one 1600 foot section of hillside, you can see at least half, if not three-quarters, of the track. From two of the other areas of natural amphitheater seating, you can see over half the track. Even the 17-acre paved paddock is terraced. So if we only put buildings down at one end, people working in the paddock will be able to see the track. We really think that's going to be a plus. I've always been more of a spectator/mechanic in rac-

ing all my days. That was my hope that we would make it spectator-friendly. I think road racing in America suffers because you can only see one or two turns. And if you can, you don't get to see much passing going on. Our first priority was safety. Our second was to put our overtaking zones in spectator areas. I think it's worked out that way just with the width. Being 45 feet wide, there's going to be multiple lines around the track, and Smith and Sadowski confirmed that." Though he wouldn't send *Roadracing World* a track layout map, Clark did point out that workers have begun to plant flowerbeds everywhere because track officials want the track to look like "a golf course with a 180 mph cart path through it. We want to be the Augusta of racetracks." Insiders say that the new Barber Motorsports Park may host a U.S. Grand Prix in 2002.

After years of watching the racing surface of Indianapolis Raceway Park deteriorate, WERA officials have moved the annual Cycle Jam to the beautifully renovated Virginia International Raceway facility. As in the case of previous Cycle Jams, the 4-hour G.M.D. Computrack National Endurance race will be held on Friday, June 15 with practice for all competitors on Thursday, June 14. Saturday will feature Sportsman Series regional races as well as Vintage Series sprints while Sunday will be reserved for National Challenge Series class finals. The separation of regional Sportsman and National sprints allow racers chasing OEM contingency money to turn Cycle Jams into quite a nice payday. In the past, racers who won races on the right equipment have made upwards of \$5000 for one weekend of racing.

San Francisco's Scuderia West is including a four-day pass to the Laguna Seca World Superbike race and free shipping within the continental U.S. with the purchase of an Aprilia Mille, Mille R, Falco or Pegaso. The shop, which sells more Aprilias than any other dealership in the U.S., is also sponsoring the AFM 250cc Superbike class for the 2001 Season. Aprilia RS250 riders who meet contingency requirements and finish in the top five will receive payouts ranging from \$250 for a win down to \$50 for fifth place. With Aprilia USA also posting contingency money in the class a win on an Aprilia would net a racer \$475. And

Scuderia West is sponsoring four riders during the 2001 season, including Ken Hill and Kevin Holman on Mille R racebikes in AFM and F-USA races; Michael Hannas on a RS250 in F-USA Aprilia Cup Challenge Races; and Jimmy Filice on a TZ250 in AMA 250cc Grand Prix. More information is available from Scuderia West at (415) 621-7223.

Blackmans Racing, a division of Blackmans Cycle, has signed Shannon Silva for the balance of the Formula USA Aprilia Cup Challenge Series. Silva joins Mark Blackman in the series; both are sponsored by Yuasa, Pirelli, Silkolene, Zero Gravity and NGK.

Team Hoppy Racing has reached a sponsorship agreement with motoheaven.com, the U.S. distributor of Wintex leathers. Team Hoppy Racing includes LRRS racers Paul Hopkins, Mark Hopkins, Erik Jokinen and Robert Orr.

Bob Lanphere's Beaverton Honda/Yamaha of Beaverton, Oregon is sponsoring the endurance team of Andrew Cox, Bill Cismar and Jeff Lind in the OMRRA and WMRA Endurance Series.

Suomy helmets have been declared legal for LRRS competition, according to a press release issued by Jim Smith of Seacoast Sport Cycle, which will be selling the helmets trackside.

BMW has donated a R1100RT-P police bike to Daytona International Speedway, which maintains a fleet of 15 motorcycles for use by officers assigned to the track during races and in the community during special events. According to a press release issued by BMW, four of the 15 machines in the Daytona fleet are now BMWs, and three of those have been donated by BMW of North America.

Paul Wright of Marietta Motorsports has announced a nationwide contingency program for WERA, Formula USA, CCS and CRA riders who buy Kobe leathers. Marietta Motorsports is the U.S. importer and distributor of Kobe leathers. According to a press release issued by Wright, "The program pays back eight places in each sponsored sprint class. Payout for WERA, CRA, and Pace Pro-Am classes: First place \$50, then \$40-\$30-\$25-\$20-\$15-\$10-\$10 for second through eighth place. Payout for WERA National Series sprints and Pace Pro classes: First place \$75, then \$50-\$40-\$30-\$25-\$20-\$15-\$10 for second through eighth place. Total contingency

posted by Kobe for the 2001 season totals is an astonishing \$496,930. Kobe contingency certificates are good towards purchases of anything in the Marietta Motorsports 1-888-FASTLAP Racers Catalog, making the Kobe program unique and very racer-friendly. Marietta Motorsports can be reached at 1-888-FASTLAP, or more information can be found at www.1888fastlap.com, or at www.kobeusa.com."

Freddie Spencer's High-Performance Product Line has named Alex Florea's AF Motorsports the at-track Michelin tire distributors for AFM events at Thunder Hill Raceway, Sears Point Raceway and Buttonwillow Raceway. Freddie Spencer's High-Performance Product Line has also posted contingency for AFM events, in the form of Freddie Bucks redeemable toward the purchase of tires. In AFM Formula Pacific, the program pays \$400 for first, \$250 for second, \$150 for third, \$75 for fourth and \$50 for fifth. In AFM 600cc Superbike and 750cc Superbike, the program pays \$300 for first, \$200 for second, \$100 for third, \$75 for fourth and \$50 for fifth. In AFM Open Superbike, 600cc Production and 750cc Production, the program pays \$100 for first, \$80 for second, \$70 for third, \$50 for fourth and \$40 for fifth. In AFM Formula III, the program pays \$75 for first, \$50 for second, \$25 for third, \$15 for fourth and \$10 for fifth. For additional information contact Freddie Spencer's High Performance Product Line's Morgan Broadhead at (702) 591-8915 or Alex Florea at (650) 400-3461.

Island Racing Service's (IRS) David Hirsch, Mason Racing Tires' (MRT) Tom Mason, Frank Kinsey Racing's (FKR) Frank Kinsey, and Walt Schaefer Cycle Supply's (WCS) Walt Schaefer have formed what they call the "Rubber Empire" and have coordinated their efforts to provide Michelin tire sales and support at as many events as possible. For a list of races covered by the Rubber Empire, see www.bibmen.com.

Toru Hasegawa has been appointed the new President of Yamaha Motor Company. Outgoing Yamaha President Takehiko Hasegawa (no relation) moved up to become the company Chairman. Both men moved into their new positions as of April 1. Yamaha is the second largest motorcycle manufacturer in the world.

The White Brothers Los Angeles Motorcycle Calendar Show sponsored by Performance Machine, The Recycler, and Budweiser has expanded into a two-day event scheduled for July 21-22, 2001 at the Queen Mary Event Park in Long Beach, California. The show is the traditional premier of the Fast Dates calendars and features some of the calendars' models and machines. The annual show's director, Jim Gianatsis, is currently taking display booth and display bike registrations online at his website, www.fastdates.com, by phone at (818) 223-8550 or by FAX at (818) 223-8590.

Top Gear Motorcycles in Eugene, Oregon is now importing Corner Leathers from Italy. At one time Corner Leathers were sold in the U.S. under the Bell2 and AGV brands. More information is available from Top Gear at (541) 683-4670.

Tour Master has asked the public's help in tracking down 2000 Tour Master Cortech Sport Jackets stolen at gunpoint from a trucking yard in Wilmington, California. According to press release issued by the company "armed gunmen broke into a guarded, Wilmington, California trucking storage yard and stole two overseas containers, one of which held 2000 Tour Master Cortech® Sport Jackets. The yard holds recently-arrived overseas shipments awaiting delivery to their final destinations, and is under 24-hour security. But the gunmen subdued the guard on duty and held him for three hours while they ransacked the yard's containers to find what they wanted. Police say the thieves have struck before, and for this reason a special task force has

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been established to investigate a series of similar commercial thefts. The stolen Tour Master Jackets are all identified by the I.D. #105569 located below the Care Instructions on the lower right-hand side of both the jacket liner and shell. Five colors of jackets are involved: Black, Black/Red, Black/Blue, Black/Silver, and Black Yellow, in sizes XS through XXL. Police ask that consumers or retail dealers coming in contact with any of the stolen jackets, or being approached by someone trying to sell them, should take no action other than noting the circumstances and contacting Task Force detectives immediately at one of the 24/7 pager numbers below. The thieves are considered armed and dangerous. Contact: Detective Mark Zavala: (213) 920-1832; Detective Dan Nee: (661) 290-7563; Sergeant Dave Owens: (213) 360-3106"

Texas racer Larry Locklear has been released from jail following his early-March arrest for bike theft and says he knew nothing about the stolen motorcycle found on his property. Locklear, noted in Texas for his wheelies and rain riding skills, was arrested and charged with several counts of bike theft. A little over two weeks later, Locklear was at Texas World Speedway for the WERA/RPM National Challenge Series race weekend. Locklear talked to *Roadracing World* at Texas World, on April 1. "I'm cooperating with law enforcement to get this resolved," said Locklear. "There were indeed some motorcycles on my property that were not proper. I am cooperating to make sure that everyone gets everything back. Unfortunately, I misjudged some people's character that I allowed access to my property. To summarize, we're gonna get this sorted out and it won't be a big thing. Originally, they arrested me on several counts of motorcycle...well, they called it motorcycle theft. Let's call it possession of stolen property. However, I've been able to back up about everything with titles and what not. I think this is going to be resolved without too much trouble."

Locklear told *Roadracing World* that he allowed friends to leave trailers on his property and one of those trailers did hold a stolen motorcycle. Locklear said that the motorcycle in question had been stolen while he was racing with Formula USA in Daytona. Locklear also said that nearly all charges against him had been dropped with the exception of some misdemeanor charges that Locklear would not specify.

According to an article appearing in the May 2001 issue of the official AMA magazine *American Motorcyclist*, a government official in Connecticut thinks that allowing minors to ride motorcycles is against the law and could lead to felony prosecution of their parents. The article bases that conclusion on a January 3 letter from Mary Galvin, the Connecticut State's Attorney for the Milford area, to the Milford Riders Motorcycle Club, which operates a motocross track in Milford. In the letter, Galvin states that anyone allowing children under age 16 to ride on the track is guilty of a felony crime. According to the letter from Galvin, parents who allow their children to ride motocross are putting their children at risk of injury and are breaking Connecticut's General Statutes Sec 53-21 (1) "Injury or risk of injury to, or impairing morals of, children. Sale of children", a felony crime. In her letter to the Milford Riders Club, Galvin stated that she "has received several complaints about minors operating motorcy-

cles and All-Terrain Vehicles" at the Milford track and has been made aware "of five reported accidents since 1998, some involving minors operating vehicles on your track". The letter also states that "children as young as four or five years of age operate vehicles" and "Milford Police Chief and Fire Chief have pointed out that some of these vehicles actually carry warnings that no one under 16 years of age should be an operator." In the last paragraph of her three-paragraph letter, Galvin wrote, "You should have your attorney review this statute because it could be applicable to people who allow minors to operate on your track."

According to the AMA, after Galvin's office would not answer American Motorcyclist magazine writer Bill Kresnak's request for clarification, the AMA sent a letter dated April 4 to Galvin's boss, John M. Bailey, Connecticut's Chief State's Attorney. In that letter, written by AMA Legislative Affairs Specialist Royce Wood, the AMA pointed out that Galvin may have used incorrect information when she formed her position. In her letter, Galvin referred to ATVs being ridden at the Milford track even though ATVs have not been allowed on the track since a fatal accident involving a 15-year-old in October of 1999. The AMA pointed out that ATVs carry warning labels against operators below 16 years of age, but that off-highway motorcycles like motocross bikes do not carry such warning labels. The AMA letter closed by stating "We respectfully request that you review this matter and tell us whether the opinion expressed by State's Attorney Galvin is the official position of Division of Criminal Justice, and whether the parents of Connecticut youths who ride motorcycles in Milford, or elsewhere, should fear felony criminal prosecution." On April 12, Royce Wood said the AMA had still not heard back from Bailey, and that the Milford Riders Club has been forced to put youth riding on hold. Contacted by *Roadracing World* at her office April 12 and asked if parents would be in danger of felony criminal prosecution if a child got hurt during the Milford Riders Club's first event of the year (scheduled for April 20) Galvin said, "I think you have a copy of my letter (to the Milford Riders Club), right? I'm not sure where the overreaction on some of the motorcycle press has started, but all we said at the time we met with them (the Milford Riders Club) and addressed what I was writing to them was there is a line that gets crossed where unsafe conditions become reckless and they've done a lot to try and straighten that out. So we're very glad if they take the appropriate safety measures. But I really couldn't answer your question."

"We're not looking to shut a track down," Galvin said. "We're not saying that a particular class of people cannot ride a motorcycle. All we're trying to say is that at the time that I wrote that letter, the track record at that track was horrible. A child had died. They needed to clean up their act and hopefully they have. No, there's no definite answer. Just like if you asked me if someone gets killed on the highway tomorrow, will there be an arrest? I couldn't answer that question. But there may be accidents where it's just an accident, but there may be a situation where someone is acting totally recklessly. I think it's important to get the message out that no one is trying to shut a sport down. All we're saying is that sometimes there can be an extreme lack of safety that may amount to recklessness. We're just trying to help them find their way back from a track that was a regular stop on the EMTs' route. Nobody wants tracks like that." Galvin said that, to support criminal prosecution, a racetrack must be of "...a design that is inherently beyond the limits of what is reasonable danger." When asked for her motorcycling background, Galvin said that it was "irrelevant." When asked her basis for judging that the design of a racetrack was unsafe, Galvin said that the source of the concern originally came from Milford

Fire Chief Louis LaVecchia. Although he is the Chief of a Class A-rated fire department, LaVecchia's motorcycling background and expertise is also unclear. Galvin refused to answer questions concerning LaVecchia's background, and *Roadracing World* was told that LaVecchia was out of town when we attempted to reach LaVecchia at the fire department. In Galvin's original letter to the Milford Riders Club, there was no mention of any concern regarding the design of the Milford track.

In the April 12 phone interview by *Roadracing World*, Galvin said that there have been "...serious mis-characterizations of what I said." Galvin claimed that no one from the AMA or American Motorcyclist magazine had ever attempted to contact her. Asked about that claim, AMA's Wood said that Kresnak, the author of the American Motorcyclist article "...talked to some staff member, and we were unable to come up with the name that we talked to. We explained who we were, what our concern was, the information that we working off of, what that told us, and told them that we wanted them to follow up on this and let them know what they were trying to do. And they never responded to that. I get the sense that somebody has said something to her (Galvin) because all of a sudden she is being very responsive. But again, I haven't heard anything official. So it kind of feels like she's backpedaling a little bit, but I don't have anything official to hang my hat on yet."

Kresnak's article in American Motorcyclist noted that other states have legislation pending to prevent minors from even riding as passengers on motorcycles. In fact, AMA Board of Trustees Chairman, Pennsylvania attorney Rick Gray, is aware of such a law pending in his state. In a telephone call from his residence to *Roadracing World* April 6, Gray said that there is a bill pending in Pennsylvania that would prevent children under the age of 18 from being a passenger on a motorcycle even though a 16-year-old can be licensed to operate a motorcycle.

The concern for road racers and the parents of young road racers is that it is a short step from declaring motocross too dangerous for kids to declaring road racing too dangerous for kids. Many professional racers in all aspects of the sport started riding at a young age, including a long list of road racers who started on YSR50s. Many parents use motorcycle riding and racing as a behavior modifier for their children, making good grades and behavior the trade-off for riding and racing. Well-known road racers who started riding and racing when very young include Tommy, Nicky and Roger Hayden, John Hopkins, Ben Spies, Jason DiSalvo and others. It has been well documented in the pages of *Roadracing World* how racing motorcycles motivated Chris Ulrich to transform from a pre-teen with poor grades and a pattern of after-school trouble into a B student who earned Student Of The Month honors en route to his high school diploma and a tobacco/alcohol/drug-free professional racing career. For more information on the situation in Milford, Connecticut or any motorcycling related issues in your area, contact the AMA by calling (614) 856-1900 or visit the AMA website at www.amadirectlink.com. Connecticut State's Attorney Mary Galvin's phone number is (203) 874-3361. The Milford Riders Club's phone number is (203) 877-7580.

The Wegman Benefit Fund, Inc., which is endorsed by *Roadracing World*, has scheduled its 15th Annual Wegman Benefit Auction for Saturday July 7, 2001 at Blackhawk Farms Raceway in Rockton, Illinois, in conjunction with a CCS Midwest Region race weekend. The fund is a 501(c)(3) non-profit organization, (making donations tax-deductible) and has distributed over \$96,000 to help injured racers pay medical bills not covered by insurance. Donations of goods or services to be auctioned off are now being accepted,

and more information is available from Dave Doe at (402) 562-1302 or online at www.wegmanfund.org.

Joe Prussiano and Ty Howard will replace injured Ryan Landers on the Shogun team in Formula USA competition. Prussiano riding Landers' Yamaha YZF-R1 and Howard riding Landers' Yamaha YZF-R6. Landers, 18, suffered a severe concussion in a crash at Motor Sports Ranch on April 1, when he fell and slid in front of a lapped rider and was run over. Prussiano and Howard join Paul Harrell, Landers' original teammate, on the Shogun team.

Ben Spies broke his left wrist when he crashed a motocross bike while training on Sunday, April 15 in Texas. Spies, 16, who rides for Team Valvoline EMGO Suzuki, finished second in the AMA 750cc Supersport race at Daytona and ran well under the class lap record during testing at Road Atlanta last week. At press time it was not clear when Spies would be able to race again.

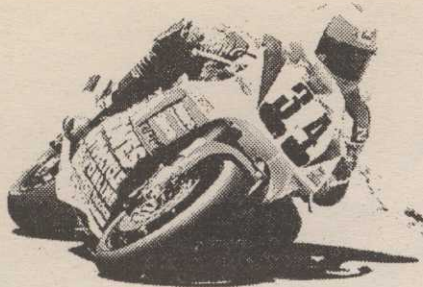
Racer Matt Wait had to undergo additional surgery in California March 20 because doctors in Florida installed the wrong size plate in his arm, Wait said. Wait was injured during practice for the March 4 Formula USA Unlimited Superbike race and was originally operated on in Halifax Medical Center, in Daytona Beach. Wait's second surgery to install a thicker plate took place at USC Medical Center in Los Angeles. "Surgery went well, my arm is healing fairly well," Wait wrote in a FAX to *Roadracing World*. "I had a nerve that was smashed from the bones in my arm getting broken. The nerve runs down my forearm and controls the strength of my fingers—it's a little weak but is coming back nicely. The doctor had to take some bone out of my left hip to fuse in with some of the broken bone as well, so my hip is pretty damn sore as well."

"This is a tough sport as you know," Wait continued in his FAX. "One day you're a hero and everybody loves you, then one day you're down on your luck and everybody forgets your name. I love racing, that's why I do it and I'll keep on doing it until it's not possible any longer. Thanks for your support and thank you to all my fans. Keep on racing!"

Wait's problem with plate size mirrors problems encountered by Ryan Landers in 1998. Landers crashed at Daytona and broke his right upper arm, which was plated at Halifax Medical Center, the same hospital where Wait underwent surgery. The plate in Landers' arm was too small and actually broke during physical therapy, forcing Landers to undergo more surgery to have the plate replaced with a larger plate. Complications related to the second surgery included a staph infection that almost cost Landers his arm. After weeks on IV antibiotics, Landers beat the infection. The size plate used in Wait's arm may work if the arm is immobilized for weeks and is not used to support or lift any weight. It is not suitable if normal activities are to be quickly resumed or if early physical rehabilitation is scheduled. Besides the problem with the too-small plate being installed in his arm, Wait also had an undiagnosed injury involving stretched neck tendons which left several vertebrae without the proper support. That injury was diagnosed and also corrected at USC Medical Center.

Scott Russell's return to racing hinges on the healing of nerve damage in his left leg and arm. In a Bike Week TV show interview aired April 3, Russell revealed that he currently does not have any up-and-down movement in his left ankle and that he also has nerve-damage-related problems in his left hand. If the nerve damage does not heal, and if full mobility in his ankle and hand don't return, Russell said, his career as a motorcycle racer is over. Russell added that at age 36 he feels he has had a full career.

Racer Tim Bemisderfer and Nicole Biava are engaged to be married. **RW**



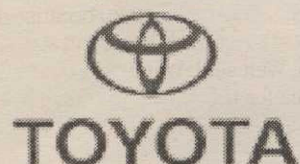
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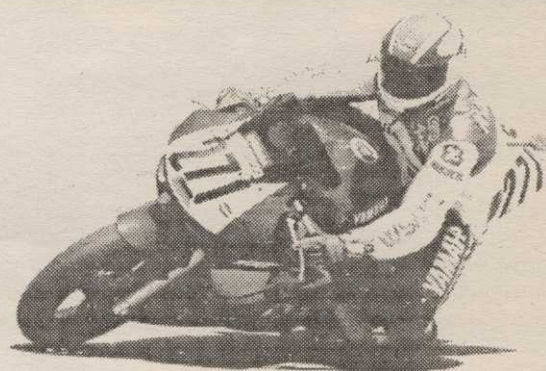
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"No BS Bike" Proves Motorcycles Steer With Countersteering

By Keith Code

It shouldn't be alarming to me that riders still don't understand how to steer their motorcycles but it is. Apparently, even after 90 years when it was first observed by the Wright brothers some confusion remains on this subject. Yes, their first engineering attempts were as bicycle manufacturers; the very observant Wright brothers determined that tandem (one wheel in front of the other) wheeled vehicles countersteer. That was and still is correct.

some believe all of it is weight shift.

Swoopy Steering

If it weren't so grim, it would be almost comical to watch a rider who does not understand how steering is accomplished. You can see them riding down the freeway trying and failing to change lanes by Body Steering and still appear cool while doing so. I have seen it dozens of times. It goes like this. The rider does a very swoopy



The No BS bike, with an extra set of handlebars fitted directly to the frame with no connection to the front forks.

Sources Of Confusion

It is easy to see how confusion arises on the subject of steering for anyone who started riding on pedal bikes. The steering is so light on a bicycle that riders have difficulty separating the shift of body mass (leaning into it) with the slight effort it takes to countersteer.

Further confusion arises from word-of-mouth advice on riding. I have even seen articles in usually credible national magazines extolling the virtues of body-mass-type steering, or, as some call it, Body Steering. I have surveyed thousands of riders on this point. Most riders still believe that some of the steering is being done with their body mass or weight shift or pressure on the motorcycle's tank or pegs. Their estimates on how effective these methods are in getting the bike to turn range anywhere from 10 percent to 90 percent, and



Front view of the No BS bike, showing extra, high-mounted set of rigidly-mounted handlebars.

upper-body swing in the direction he wishes to go but for an agonizing (to me) moment, nothing happens. There is a perceivable lag between the upper body swoop and the bike's deflection from its original course. How terrifying



Editor John Ulrich riding through a set of cones using the standard bars on the No BS bike, countersteering, with no problem.



it must be to find that the bike doesn't instantly respond!

Stiffen To Steer
.....

Following that is a stiffening of the rider's upper body. Only then does the bike respond and change lanes. You see how this works? The rider's body is positioned off-center, from his swoop, in the intended direction of the lane change. The stiffening on the bars creates the countersteering action, because he has either pushed on the inside bar

or stiffened and pulled on the outside one or a combination of both.

This stiffening is actually a mild panic reaction. Many riders have simply earned to live with the lag and to think it is how their bike handles. That is false: A motorcycle responds almost instantly to countersteering.

Vague Technique
.....

Riders have a number of ideas, which are vague and hard for them to describe, on just how their weight

shifting accomplish this so-called Body Steering. "Throwing" their upper body mass to one side or the other (the swoop) is one. Some say they just push down on the inside peg. Some say they pull the bike over with the outside leg against the tank. Some say it is a combination

of two or even all three of the above methods. Do they work?

Actually, the scientific explanation of countersteering came in 1974, when a group of Honda engineers and safety researcher Dr. Harry Hurt each pre-

.....
continued on page 64

FIRST PERSON/OPINION:

Body Steering Is Truly B.S.
.....

By John Ulrich

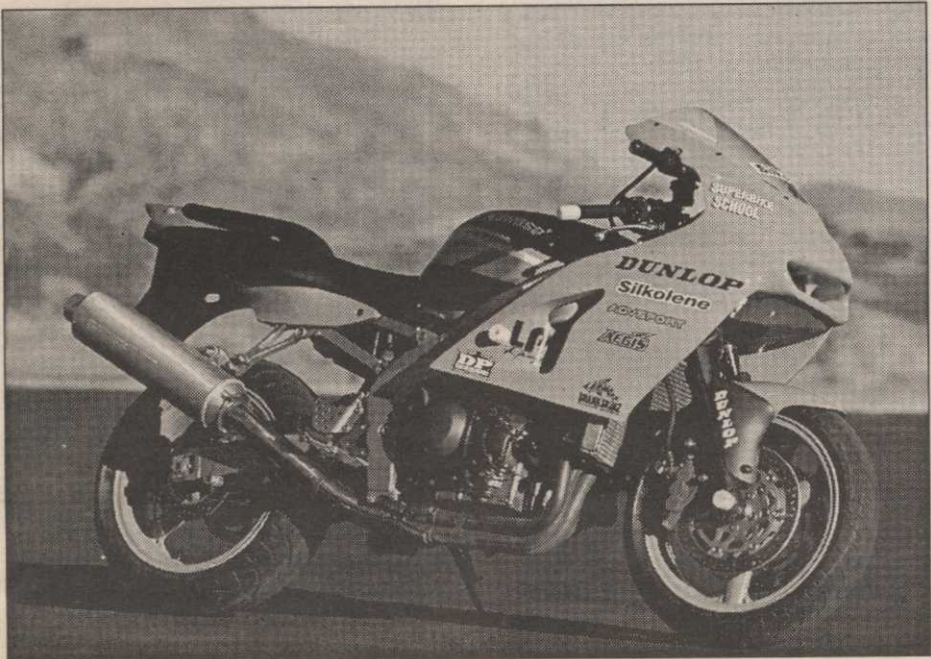
The best demonstration of counter-steering I've ever seen was during a rally organized by Continental Tires at the Contidrome in Germany, circa 1978, four years after I attended the safety conference where Honda engineers presented a paper on countersteering. At the Contidrome, a guy rode past the grandstands on a BMW with a throttle lock holding the bike at a steady speed, with his hands off the bars. He pulled on a rope tied to the left handlebar, and the bike immediately veered right.

I've thought of that demonstration when I've encountered people advocating Body Steering. The only reason anybody could even think Body Steering works is because it is impossible to put pressure on the footpegs or on the tank without involuntarily moving the handlebars to some degree. I'd be happy to race anybody who says that's not true, with the ground rules being that I get to use the handlebars but have to keep my knees away from the gas tank and my feet off the pegs, while they get to have full contact with the tank and pegs but have to keep their hands off the handlebars!

It seems ironic to me that American Honda sponsors at least one riding school that teaches the false theory of Body Steering, when it was Honda engineers who presented the first research paper proving that motorcycles steer with countersteering.

I rode Keith Code's No BS bike at the Streets of Willow and, using the upper bars mounted to the frame, couldn't do a thing with it. In fact, I crashed it when I couldn't get it to go around cones that I was able to easily miss on an earlier run using the conventional handlebars.

Anybody who advocates Body Steering is wrong, wrong, wrong. Motorcycles steer with countersteering, induced through the handlebars. Period. **RW**



The No BS bike at rest, waiting for another victim to try steering with upper set of bars mounted directly to the frame.

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Time To Take Back The AMA

By John Ulrich

Yesterday I was informed that I am anti-AMA.

This, I was told, is the view from the bunker that is AMA headquarters. For the record, I am not anti-AMA.

I am a 22-year paying member, I think. (I'm not sure because when I re-upped my membership for three years they sent me a member pin with 23 years or 24 years on it, signifying the number of years I'll have been a member after the renewal runs out, not how many years I actually have been a member now.)

I have volunteered to help write

rules that cannot be interpreted eight different ways, and I have been ignored. (Funny, AFM and WERA seemed happy with my rewrites of their rulebooks in 1978 and 1986, respectively.)

I have volunteered to serve on the AMA Road Racing Advisory Board, and have been refused. There is a problem, I am told—I might tell AMA license holders and "stakeholders" (AMA Pro Racing's new-age term for riders and team owners and sponsors) what happens in the meetings, and we can't have that.

I have walked the paddock at an

AMA race and talked to riders, found near-unanimous opposition to an insane rule, collected signatures from nearly all affected riders asking that the rule be immediately revoked—and have been told that I was a troublemaker. (Although, six months later, without comment, the rule was eliminated.)

And I have advocated that the research and collection of comments from riders and other stakeholders take place before rules are even considered, that a chance for comment be built into the rule-making process.

More than anything, I have invested in AMA Pro Racing. I have spent time and effort and money running an AMA-Championship-winning racing team currently fielding three riders and employing five full-time mechanics and three part-time mechanics. I have also spent time and money sponsoring my own son—who has led an AMA National, reached the podium and twice ended the year in the top five in points—in AMA Pro Racing. And I've gone to the hospital with my son and my riders too many times as a direct or indirect result of action or inaction on the part of AMA Pro Racing officials on site at an AMA National.

I have buried a rider who crashed one of my bikes into an embankment unshielded by haybales during prac-

tice for an AMA National, and my original racing partner is a wheelchair pilot as the result of crashing our bike into an steel barrier during an AMA National.

I have had a contract with a 17-year-old rider—a rider I and my son considered a personal friend—who didn't get to race for my team because he hit a fence unprotected by haybales or foam blocks or Air Fence at an AMA dirt track and died a lingering death before the deal started.

I have a bigger investment in AMA Pro Racing than anybody who actually works for the AMA, and have paid a dearer price for that investment.

No, I am not anti-AMA. But I am anti-stupidity, anti-ignorance, and anti-arrogance. I have no problem with the organization, the concept, the association. I have a big problem with many actions and inactions on the part of the people charged with running the AMA and AMA Pro Racing in recent years.

Is a person who objected to Clinton's executive orders closing public lands to off-road motorcyclists "anti-America"?

Is a person who objects to proposed government regulations allowing insurance companies to discriminate against motorcyclists among group policy holders "anti-government"?

I am not "anti-AMA" any more than

INTERVIEW: AARON GOBERT

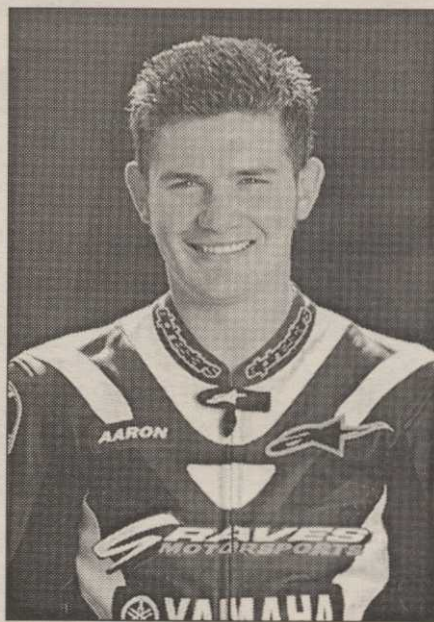
The Middle Gobert Has Arrived

By Bob Dragich

There's a new Gobert on the AMA Racing Circuit. This one's name is Aaron, and he's the 20-year-old brother of Anthony. A resident of Sydney, Australia, Aaron is just beginning his year of riding Yamahas for Graves Motorsports. After a single weekend of club racing at Willow Springs and a four-day test session at Laguna Seca, this is what the younger Gobert had to say about his plans and prospects in the U.S.

RW: What brought you over to the States?

AG: In Australia, there's not much going on. They're trying to rearrange things and they're going backwards before they go forwards. The manufacturers decided not to pour as much money in so there weren't any more rides there. Most people that win a 250cc Production Championship get recognized and do something in Australia on a bigger bike, but that opportunity isn't there right now. When I got



Aaron Gobert is riding for Graves Motorsports Yamaha in the AMA Formula Xtreme and 600cc Supersport Series.

the opportunity to ride Chuck's (Graves') bike, I thought that would be a good thing, to get away from the country (Australia) while it's doing its changes and try and get recognized around the world.

RW: How did the deal with Graves come up?

AG: We were sort of doing a few other deals and that was going to be riding Yamahas, but no money really got together for those deals. Then that was sort of falling apart. Chuck was short a rider and Anthony spoke to him at Willow (Springs) at a club day and said, "Why don't you give my brother a go?" He said, "Yeah, all right" and then that was it. I went good out there (at Willow Springs) and Chuck was impressed.

RW: When did you do your first race at Willow Springs?

AG: It was December 14. I got second in the main event which was with the R1s and I was on an R6. The thing that mainly impressed Chuck a bit was that Tommy (Hayden) would have just gone past me and left me for dead, but a few times there I tagged on and passed him back and put up a battle for a lap or two. That sort of made him (Graves) think that with a little bit of experience I could go the distance, so he gave me a chance.

RW: Before you won the 250cc Production title in Australia on an Aprilia two-stroke, had you ever raced any four-stroke machines?

AG: This is the first time I've ever ridden four-strokes on pavement. I seem to have adapted to it pretty quickly, like the first time out at Willow. It will be my first chance to make a mark on something bigger than a 250cc.

RW: In addition to the Graves' R6, are you also going to be riding the Formula Xtreme R1?

AG: Yeah. Just at the moment, Chuck's getting the Formula Xtreme bikes together, so (teammate) Damon (Buckmaster) is trying to sort them out. Having more experience, he can say what's wrong with them, where I could ride around all day and go the wrong way (on the set-up). He's just going to organize those bikes, then I'm going to hop on them and do the season as a priority on the R1.

RW: What about the R6s?

AG: We're going to run R6s as track-time bikes and get the Yamaha name out there a bit more.

RW: How many races are you going to do on the R6?

AG: Because the Formula Xtreme is not going down to Daytona, we're going to miss the first round. I'd say after that we're going to do every round on it. As long as we're at the track we're going to take the bikes with us.

RW: What do you think your chances are of taking the Formula Xtreme Championship your first year?

AG: That's a big step, you know, the first year on four-strokes. I've only done two years of road racing prior to this, and that's only 14 races for the title over there. I know I haven't got a lot of experience behind me, but if I pick it up as quick as I am at the moment, I think I should be all right. Hopefully, I'll be up there. You know, Anthony should be a force to be reckoned with in the 600cc class as well, and every time we ride together we seem to be pretty equal. Besides the experience he's got over me, I think I can run with him when I've got it.

RW: Are you looking forward to this year?

AG: Definitely. It's going to be a good learning curve for me and I'm going to have a chance to prove myself on a bigger bike. They slide good. And Yamaha's a top bike to be on the first year, as well. All around, I'm looking forward to everything.

RW: Which class are you personally going to focus on, Formula Xtreme or 600cc Supersport?

AG: To Chuck and the team the priority is the R1. That's what the factory's helping us do, win an R1 Championship. So I know I've got to focus on that, but like any good racer, every race you go in, you ride to win, so I'm going to ride to win in both classes.

RW: Do you have any plans beyond this year?

AG: I'm going to miss out on the first round (of 600cc Supersport) at Daytona, so that's going to make the Championship a little tough to be up there in on the 600cc. So all I can look forward to is putting on a good show and being noticed. I think Chuck's got a good offer for me, but you never know what arises in the future. **RW**

a person who advocates open use of public land is "anti-America." I am not "anti-AMA" any more than a person who advocates equal treatment of all persons covered by group medical insurance is "anti-government."

But I am against the view that motorcycle racing, especially motorcycle road racing organized by AMA Pro Racing, somehow must look outside to car racing organizations and officials to figure out what to do, or for validation.

I am a motorcycle racer, a motorcycle race team owner, a motorcycle magazine and website owner.

I don't like sitting around and waiting for a bureaucrat to take a survey to figure out how car guys do it before making a move that is as plain as day and as easy to figure out as common sense. Motorcycle guys are into action, not inaction.

It took AMA Pro Racing years to figure out and get rid of the insane rule that required racers to run dry-pattern DOT-labeled tires in rainy Supersport races. It was a rule that, had anybody known it was coming other than the fool who proposed it and the fools who wrote it and approved it, would have been hooted down in seconds.

I am against a corrupt system whereby a rule that affects a very few—an example being the proposed ban on powered quick-lifts used in Superbike pit stops—is instantly postponed when a few factory teams complain that they've already built the equipment. Yet rules that affect many more people—people not associated with factory

Superbike teams—have no chance of being stayed or delayed no matter how great the hardship, no matter how late the announcement, no matter how flawed the concept.

I am for fair, logical rules, applied equally to everyone in the paddock.

I am against the corrupt, pork-barrel, good-old-boys appointment-by-one-man system that is responsible for the non-representative Road Racing Advisory Board. It is stacked with representatives of manufacturers and of factory-affiliated Superbike teams with a couple of token 250 guys. There are no representatives of independent, multi-rider teams with non-factory primary sponsorship running in the Supersport or Formula Xtreme classes, nor of teams running in Pro Thunder.

A key concept in the American Revolution was: No taxation without representation. Every American understands how unfair it is to be dictated to without representation—every American, it seems, except the men in charge of AMA Pro Racing.

AMA Pro Racing Directors have been talking about rationalizing the rule-making procedures—allowing racers at large a chance to comment before a rule is made—for at least 18 months. They've been promising imminent action for at least five months. So far all that has happened is that a former car racing guy has been hired to figure out how to create a process that any one of a dozen or two dozen team owners/racers/businessmen within the AMA ranks could fully develop and implement in a matter of days. At this rate, if we're really lucky,

maybe something will be proposed in 2001 and implemented in 2002.

And AMA Pro Racing has been talking about buying more Air Fence for years, yet while there is budget for hiring a former car racing guy to explain the obvious in regards to making rules, somehow there is no budget for Air Fence.

I'm tired of waiting and waiting on the grid, of watching for a green flag that never comes, of hoping for fairness and concern for everybody in the paddock, not just the factory few.

I'm tired of waiting for Air Fence that never comes, of delays, of excuses, of hoping my son and my riders and the sons and riders of my friends don't hit a wall where there should be Air Fence but is there is not because AMA Pro Racing can't get its act together and figure out what is really important here, the safety of racers versus the post-retirement employment of retired car racing executives.

I am against the way AMA Pro Racing conducts—or, more accurately, does not conduct—its business.

The way I figure it, it is time for AMA members involved in Pro Racing to take back the AMA, to take action, to get something done, starting here and now.

AMA Pro Racing needs 30 sections of Air Fence at \$2900 each. I've already written a check for one section.

I need 29 other people (or groups of people) who are sick and tired of waiting for something to happen to each kick in \$2900 and buy a section of Air Fence. Just 29 people out of 240 million Americans, 29 people who care about a son, a brother, a rider, a friend.

Just 29 people who are tired of excuses and inaction. Just 29 people willing to get it done right now.

Make the check payable to Roadracing World, and mail it to me at the address below. Do it right now.

Any donors who buy a complete section for \$2900 and wish will also get a free 15-inch ad in Roadracing World in which to congratulate the AMA on committing to using the Air Fence at AMA Nationals. Along with a listing in a new "Take Back The AMA" donor section on www.roadracing-world.com.

Will this work? I honestly don't know. But trying anything beats the approach typically taken by AMA Pro Racing, which is, do nothing. Or maybe talk a lot, accomplish nothing. Or promise a lot, deliver nothing.

Other than to declare a critic to be anti-AMA.

Send those checks, made out to Roadracing World, to:

Take Back The AMA Action Fund
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Do it now, and help take back the AMA.

Footnote: In one week after this editorial was posted on www.roadracingworld.com, contributions totaling over \$70,000 in cash poured in, along with the use of a semi-truck owned by Dynamic Logistics. But contributions are still needed to reach the 30-section goal and pay for air freight, tax and import duties. Call (800) 464-8336 today!



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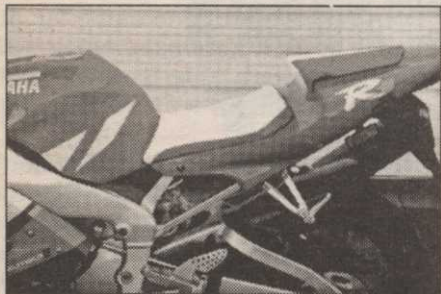
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NEW P R O D U C T S



Second Look Designer Seat and Tank Skins for new 2001 sportbikes give a custom touch and simulate the OEM graphics while protecting the tank finish from buckles and zippers. Tank Skins sell for \$99.95 and a color-coordinated seat skin sells for between \$79.95 and \$89.95. Available from Second Look Designs, Inc., Dept. RW, 5910 Auburn Blvd. Suite 15, Citrus Heights, CA 95621, (800) 566-5753, (916) 331-5665, www.second-look.com.

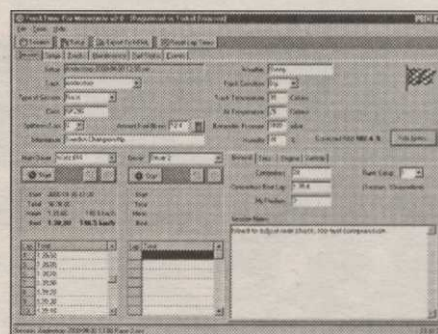


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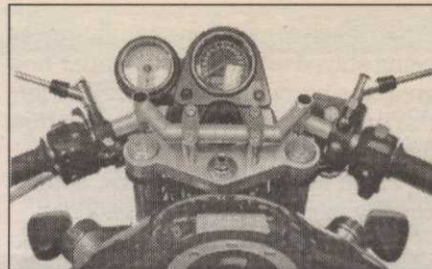
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Custom suits are available for \$969.99 with a 6-8 week turnaround. Available from dealers, who can get more information from the exclusive North American Wintex importer, WebSport Promotions, Inc., Dept. RW, 1071 Rising Sun Rd., Laury's Station, PA 18059, (877) 416-0969, e-mail info@motoheaven.com, www.wintex.at.



Swede Torkel Borjeson has developed his own racing software, Track Timer. Used with a laptop computer, the software package allows a plethora of information to be recorded and cataloged. In the Session mode, the software can be used to take lap and split times for up to four racers while keeping track of best lap, average lap, and optimum lap. In Set-up mode, Track Timer can be used to keep track of the tires, gearing (including a gearing calculator), jetting (for up to four carburetors), engine, suspension, and general set-up notes for different race tracks. Other sections of the software keep track of maintenance schedules with an automatic reminder for when parts have reached the end of their useable life, and another section of the software is dedicated to keeping track of all of the economics of racing. There is also an event schedule mode. The Basic software costs \$50; the Pro software with all of the features described here is available for \$150. Download a demo or order online at www.tracktimer.com. For more information contact Torkel Borjeson, Dept. RW, Danmarksgratan 19B, S-58231 Linköping, Sweden, 011-46-13-149870, FAX 011-46-13-4607576.



Suburban Machinery's bolt-on/clip-on stainless-steel handlebars for the Suzuki SV650 reposition the grips 3.5 inches lower and 1.0-inch farther forward, and are 25.5 inches wide. The bars accept all of the stock controls, including the front brake master cylinder. A kit including bars, The new bar repositions the grips 3.5 inches lower and 1.0 inch more forward at a width of 25.5 inches. A kit including the bar, brackets to relocate the turn signals onto the lower triple clamp, and step-by-step installation instructions sells for \$150. From Suburban Machinery, Inc. Dept. RW, 37127 Ben Hur Ave., Wiloughby, OH 44094, (440) 951-6555, FAX (440) 951-5174, www.buckeyeweb.com/suburban.



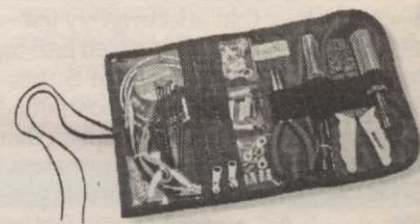
Sidi's new Flex hat features a spandex band to give a snug fit on a variety of head sizes. Available in two sizes (S/M and L/XL) in black and blue, the Flex hat from Sidi sells for \$22.00. From Motonation, Dept. RW, 14168 Poway Rd. Suite 205, Poway, CA 92064, (877) 789-4940, (858) 513-6280, FAX (858) 513-6285, www.motonation.com.



Yamaha's new 27-page catalog of sportbike accessories for the YZF model line features exhaust systems and brackets, carbon-fiber parts, tank bras, seat cowlings, bike covers, apparel, riding gear, track gear, lubricants and more. The catalog is available free of charge from Yamaha dealers. For the location of the nearest dealer, call 1-800-6-YAMAHA or go online at www.yamaha-motor.com.



The Teknic Speedstar glove features a palm built up with Kevlar, 3mm-thick foam padding, and a double layer of kangaroo hide. The glove is extensively double-stitched with Kevlar thread. Ultratec injection-molded protectors shield the knuckles, fingers, and thumb and the fingers are pre-curved. Available in sizes Small through XX-Large with seven color choices, Teknic's Speedstar gloves retail for \$169.99 from dealers, who can get more information from Specialty Sports Limited, Dept. RW, 532 Wolverine St., Rockford, MI 49341, (616) 866-3722, www.teknicgear.com.



The CruzTools EconoKIT EL-1 is a roadside electrical diagnostic and repair kit made for motorcycles, ATVs, snowmobiles, and personal watercraft. The EL-1 contains a wire crimper/stripper tool, needle-nose pliers, a six-in-one screwdriver, 12-volt test light, an assortment of crimp connectors, six feet of wire, electrical tape, cable ties, fuses, replacement bulbs, shrink tubing, and more. All of the items come in a polyester roll-up pouch that has room for more tools. The kit also includes a trouble-shooting guide. Tipping the scales at a claimed two pounds, the EL-1 retails for \$44.95 and is available from CruzTools, Dept. RW, 13645 Tuolumne Rd., Sonoma, CA 95370, (888) 909-8665, (209) 536-0491, FAX (209) 536-0463, info@cruztools.com, www.cruztools.com. **RW**

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Racing In Europe Part 1

By Peter Hofmann

Since most of you probably don't know me, I'll take a moment to introduce myself. My name is Peter Hofmann and I road race 125s. In 2000 I won the GPRA 125cc West Coast Championship and the AFM Formula Three Championship aboard a Honda RS125 riding for Chris Wallace's team, Shakai Racing. I'm not young (just turned 26), I'm too tall (6 feet), I'm too heavy (147 pounds), and I have a real job. Nonetheless, I landed a ride with YACCO Team Raudies, racing a Honda RS125 in the 2001 European Open Road Racing Championship.

After my successful 2000 season I decided the next logical step in my racing career was to ride in Europe, but the sheer finances and logistics were monumental obstacles to overcome. How does somebody living in the United States get a bike, a license, entry forms, find hotels, secure sponsorship, get good technical support, etc? Once I got into the details it seemed too overwhelming to do on my own. When I asked Uli Maier, my tuner in 2000, to ask around in Europe whether anybody would give me a chance, I didn't expect any phone calls back.

I had only met Dirk Raudies a couple of times so I was really surprised to get a call from him on the day of Christmas eve, offering me a ride in the European Championship. Dirk won the 1993 125cc World Championship. In previous years he was German National Champion, third in the European Championship, and Ducados Open Champion. Since his retirement at the end of 1997, Dirk has worked with up-and-coming riders in the German and European Championships.

The first problem I had with pursuing my dream of racing in Europe was the reality that racing is freakin' expensive. I work at a wireless telecommunications firm, Aeris.net, and when I told my boss, Wade Vesey, of the opportunity I had, he—surprisingly—supported me 100 percent! Whereby I had planned for the worst case, which was that I'd live in Dirk's basement eating Top Ramen all season long due to lack of funds, Aeris.net offered to let me continue my job as Manager of Investment Analysis part-time during the season. They proposed I work in the office in the States as my race schedule permitted, and on the road via mobile internet whenever possible. They even helped out with sponsorship! With the support of my parents, friends, and Aeris.net, I decided to make the jump and test myself against the best riders in the European Championship.

In preparation for the upcoming European Open Road Racing Championship, I spent two weeks across the pond for some pre-season testing with Yacco Team Raudies. We were scheduled to test with Bridgestone at Mugello (Italy) on March 19-21, followed by a test at Rijeka (Croatia).

continued on page 49

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Rossi Wins Epic 500cc Battle To Take Honda's 500th Grand Prix Win

By Mat Oxley

Japan's Suzuka circuit lived up to its reputation for serving up some of the greatest 500cc races, as young Valentino Rossi won a nail-biting battle for victory in the first round of the 2001 World Championship. Bumping and barging around the high-speed track, the pack eventually succumbed to Rossi's talents, the youngster beating Garry McCoy by just 0.7-seconds, with Max Biaggi just two tenths further down.

Suzuka is a scary place. Even with one of its most dangerous turns improved for 2001, it's still a scary place, and if the track doesn't scare you, the stern-looking Japanese factory men stalking pit lane probably will. Honda, Suzuki and Yamaha desperately want to win on home tarmac and failure isn't something taken lightly.

So there's huge pressure at the Japanese Grand Prix, especially when the daunting figure-of-eight track opens a new World Championship season, and especially when it's the last-ever 500cc title that's up for grabs before GPs go to a mix of 500s and 990cc four-strokes in 2002. Riders want to win this year's 500cc crown probably more than any other, because they'll never get another chance to be make history and be 500cc World Champion, the last 500cc World Champion.

The sense of history in the making was further strengthened by the fact that Honda was poised on 497 wins, and a full-house of 125cc, 250cc and 500cc victories would help Honda to the magical 500 mark at its own circuit.

But Honda hadn't won three GPs in a day for 18 months, so it seemed unlikely there would be a fairy tale ending to Suzuka, especially since the Hondas were clearly outclassed by Derbi and Aprilia in the 125cc class.

There was more, too. Two of Honda's greatest 500cc hopes, Valentino Rossi (riding for Nastro Azzurro Honda) and Loris Capirossi (riding for West Honda Pons), were going into the new season hoping to make some more history, aiming to become only the second rider since Briton Phil Read to claim 125cc, 250cc and 500cc World Championships. They were both looking good after showing lightning-fast speed in pre-season testing. Rossi was one of the fastest during group team tests at Suzuka a couple of weeks before the GP, and it was Capirossi who claimed pole position at Suzuka with an electrifying lap on Saturday afternoon.

Capirossi slotted in his stunning lap at the end of the session to lead second-quickest Shinya Nakano on the Gauloises Yamaha by 0.811-second, the kind of margin that usually covers the entire 500cc top 10 in qualifying. Last time anyone enjoyed a similar advantage was at the 1997 Czech GP when Honda's Mick Doohan ended qual-



Garry McCoy (5) leads Shinya Nakano, Max Biaggi (3) and Valentino Rossi (46) midway through in the 500cc Grand Prix at Suzuka. Rossi won from McCoy and Biaggi. Photo by Yves Jamotte/Sports Photography.



Late in the 500cc race at Suzuka, Valentino Rossi (46) has the lead and is pulling away from Garry McCoy (5), Max Biaggi (3) and Norick Abe (6). Photo by Yves Jamotte/Sports Photography.

ifying a second ahead of Yamaha's Luca Cadalora.

It was a thrilling session at the historic Japanese venue. Marlboro Yamaha's Max Biaggi had been quickest on Friday but couldn't match Capirossi and Nakano in the final showdown. Capirossi's final lap, coming just one minute before the checkered flags came out, was the fastest-ever two-wheeled lap at Suzuka, a whole two seconds inside Biaggi's three-year-old lap record. It was also the Italian's second 500cc pole, following his first at Assen last year.

"I knew I could get pole before I went out for that last time," said former 125cc and 250cc World Champion Capirossi. "I came into the pits before my last run, told my mechanics to leave the settings alone and just to fit new tires and watch the screens! Everything went as I thought it would and I've left my mark on Suzuka! But the race will be different, course. I expect it'll be a lot tougher and there are at least six riders who'll be going for the win."

Nakano may have been 0.811-second down on Capirossi, but the Japan-

ese, who has looked smooth and fast throughout pre-season testing, was euphoric with his performance in the run-up to his first-ever race on a 500cc. "I can't believe it," said Nakano, who graduated to 500s after taking second overall in last year's 250cc World Championship. "But I'm now really feeling the pressure of being at home, and racing a 500 for the first time in front of my Japanese fans, Yamaha and my sponsors. We didn't have a great set-up when we came here two weeks ago but the bike is now well balanced. My aim for tomorrow? Just to get points."

Provisional pole sitter Biaggi insisted that third best in final qualifying was fine for him. "The front row was my target, so I'm happy," said the Italian. "I expect the race to be a big fight, good for the fans, and with lap times in the high sixes and low sevens. We concentrated on doing tire testing to make sure we have the correct tire combination for the race, and we also had a few minor carburetion setting problems which we hope to fix in the warm-up."

Wild-man Garry McCoy completed the front row with fourth-fastest time on his Red Bull Yamaha, but the Australian reckoned he could've been quicker. "I made a couple of mistakes when I was chasing Capirossi—we were both on our quickest laps," said McCoy. "I wasn't happy about that, so I just tried to keep my head screwed on and tried not to lose any more ground."

Nakano's countryman Ukawa

had been second-quickest with just minutes to go but slipped down the order as Capirossi & Company went at it in the final moments. Ukawa knows a bit about Suzuka, having won three 8-Hours on factory Honda four-strokes, and had been quickest at the pre-season Suzuka tests. Double Suzuka winner Norick Abe (riding for Antena 3 Yamaha-D'Antin) was next up, two tenths ahead of a comfortable-looking Rossi, with Alex Barros (riding for West Honda Pons) eighth, reigning 500cc World Champion Kenny Roberts ninth on the Movistar Suzuki and Noriyuki Haga on his Red Bull Yamaha 10th and unhurt despite three crashes over the two days. Former 500cc World Champion Alex Crivillé was 11th on his Repsol YZF Honda, still recovering from a winter hand injury. Crivillé was also the first rider to qualify with a time slower than Roberts' pole time at the 2000 Japanese GP.

Flu-hit Carlos Checa was 12th on his Marlboro Yamaha, two spots ahead of Roberts' new teammate Sete Gibernau, Gibernau lapping Suzuka faster than he'd ever done on Hondas.

Roberts was having the expected tough start to his title-defense season after a problematic winter of testing with Suzuki's redesigned RGV500. "It's easy to say what our problems are—bad karma," Roberts said mysteriously, without revealing the causes of the karma. "But I still think we've got a good enough package to get to the finish line in front, though I'm gonna need to ride harder than last year."

Things were so bad that the American admitted that a Sunday downpour was probably his only hope for a good result. "People are talking about it raining on Sunday," Roberts said. "No one wants that but it could be good for us." But for once, lousy weather didn't plague the Japanese GP and the track stayed dry over all three days.

When it came time to race, Rossi's third career 500cc victory made history, for it was Honda's 500th Grand Prix win, a major landmark for the marque that scored its first GP success way back in April 1961, when Australian Tom Phillis won the Spanish 125cc GP. Rossi, who finished second overall in his rookie 500cc season last year, enjoyed a frantic battle with his rivals in the early stages, using his awesome passing skills to quickly work his way through from eighth on the first lap. But no one made it easy for him, especially arch-rival and fellow Italian Max Biaggi, who appeared to elbow Rossi off the track and onto the grass as they sped down Suzuka's start-finish straightaway. A lap later Rossi passed Biaggi at the end of the straight, waving the middle finger of his left hand cheekily as he swept through the next turn at about 90 mph!

"What Max did to me was not correct," said Rossi afterwards, though apparently unfazed by the whole business. "I had to become a motocross rider at 220 kph (137 mph) and I can guarantee you that's not nice on a 500! After that I was a little nervous, so when I passed him next lap I gave him a friendly wave."

That same lap Rossi dived under impressive 500cc rookie Nakano at Degner Curve and then grabbed the lead from McCoy at Spoon Curve. After

.....
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HIGH PERFORMANCE

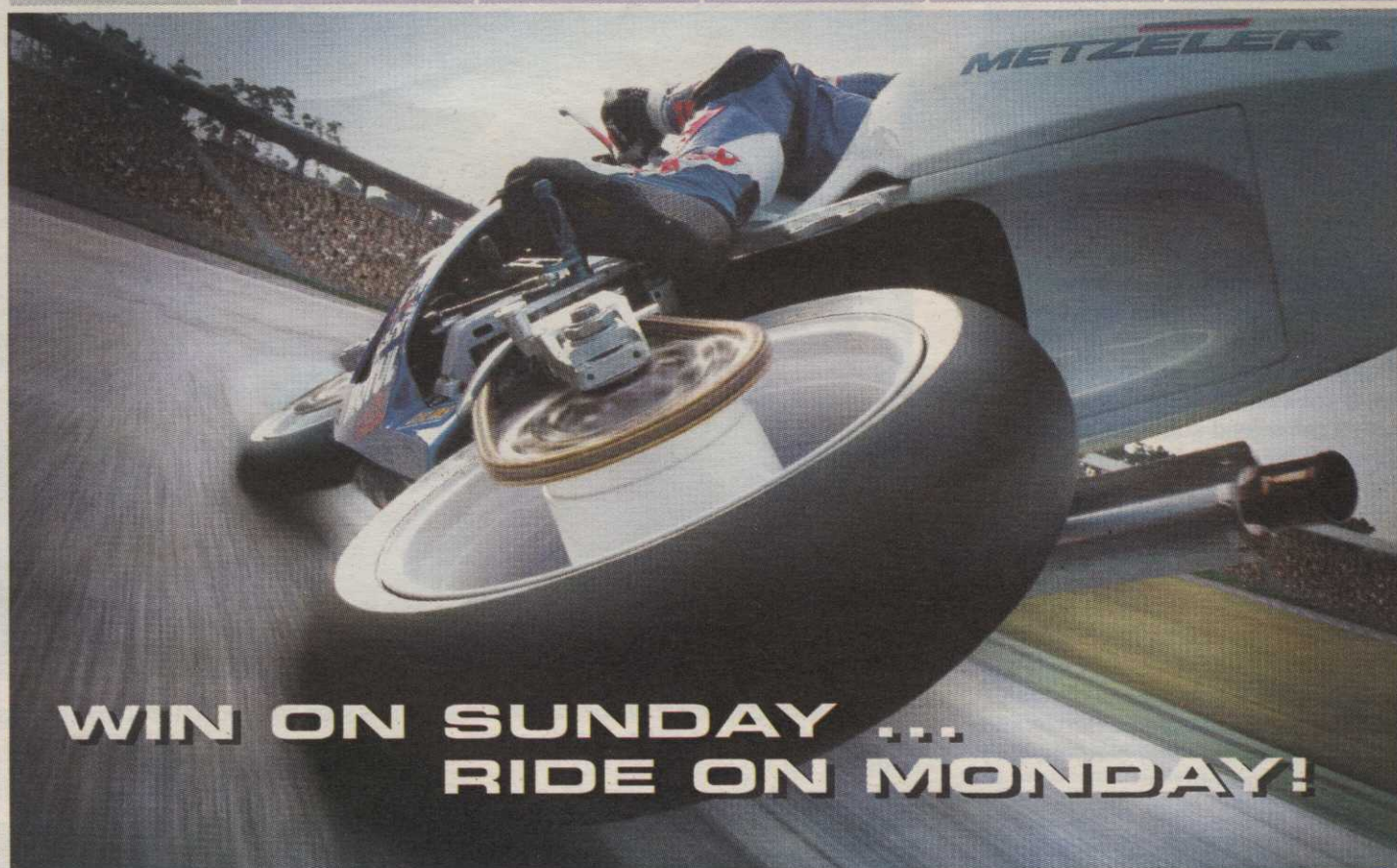
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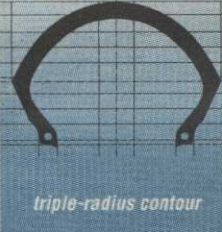
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that no one got close enough to challenge him for the lead and he kept his head down to score what was remarkably his first-ever top-10 finish at Suzuka. Although Rossi has raced 125s, 250s, 500s and Superbikes at the track for six seasons, he'd never finished better than 11th until Sunday.

"This is the first time I ever had any luck at Suzuka," Rossi added. "Now I finally had some good luck and my thanks to Honda and my team. I've only won three GPs for Honda but now I will be in the history books!"

"I got a good start but after a few laps I felt pretty tired," continued Rossi, "so I just kept pushing. I had a big fight with Nori (Haga), Alex (Barros) and Max and then finally I had the track to myself. I found it hard to pull away but suddenly I saw I had 3.5 seconds on everyone. I had a few scary moments touching other riders. The 500 class is so tough now, no one wants you to overtake, especially guys like Haga, Barros and Biaggi. As soon as they see you, they let their brakes off!"

Once ahead, Rossi eased a small gap over his pursuers, who were busy battling for runner-up spot, and had opened the gap to three seconds before easing his pace over the final two laps. Despite the multiple body contacts, the race was super fast, 25 seconds quicker than last year's Japanese GP and the fastest ever at this track.

McCoy, who won last year's season-opener at Welkom, was delighted with second at a track he's never liked. "I actually thought that would be tougher," said the Australian, who led four of the early laps after taking the lead from pole-sitter Capirossi, who went backwards with tire woes. "I got into the lead okay but I knew I wouldn't be able to pull away. A couple of guys came past, then I tried to fight back but Valentino pulled away. I'm happy anyway, second is a good enough start to the season."

Biaggi displayed breathtaking aggression throughout, holding his line with utter determination, his leathers covered with his rivals' tire marks by the end of the race. Pushed to fourth in the late stages by McCoy and Honda's



Kenny Roberts (1) had a difficult race at Suzuka, and is seen here racing with Loris Capirossi and Carlos Checa. Roberts finished seventh, Capirossi eighth and Checa 10th after crashing and rejoining the fray. Photo by Yves Jamotte/Sports Photography.



Valentino Rossi on the podium after winning the 500cc race at Suzuka, which was Honda's 500th Grand Prix victory.

Photo by Yves Jamotte/
Sports Photography.



Daijiro Katoh (74) ran away with the 250cc Grand Prix at Suzuka, winning by more than 18 seconds on a Honda. Photo by Yves Jamotte/Sports Photography.



Masao Azuma (4) leads Yoichi Ui (41) Simone Sanna and Gino Borsoi (23) into the chicane on the last lap of the 125cc race at Suzuka. Azuma won. Photo by Yves Jamotte/Sports Photography.

latest 500cc hope Ukawa, the Italian was badly delayed when Ukawa got flicked off his NSR500 exiting the chicane. As Biaggi took avoiding action, Nakano and Abe dove through on the inside, leaving Biaggi to fight back to third on the final lap. Ukawa escaped with bad bruising, like fellow Japanese Haga, who had crashed out at half distance while just behind McCoy. That was the fourth crash of the weekend for wild Superbike refugee Haga.

"It was difficult out there because everyone was using different lines and there was a lot of body contact going on," said Biaggi. "Haga, Ukawa, Rossi and I all made contact at one time or another. It was hectic but that's what racing is all about! But I'm pleased because for the last two years I've not scored points."

Barros crossed the line in sixth place, 12 seconds behind Abe and Nakano and comfortably ahead of Champion Roberts, who struggled all weekend with bike and tire problems,

including a section of rear tire tread that separated (or bubbled) off the carcass (but did not chunk) during the race.

"We have a problem with lack of development," said the American. "In spite of a lot of hard work there has been no engine improvement. Adding it all up, all we had was disadvantages, so I got lucky. I should've done worse but other people falling off gave us places."

Capirossi ended up eighth with a tire problem similar to Roberts', ahead of Crivillé and Checa, the latter remounting after a slow-speed fall. And 17-year-old Briton Leon Haslam became the youngest-ever 500cc points scorer when he finished 13th and last on his Shell Advance Honda V-Twin. Teammate and fellow 500cc rookie Chris Walker crashed his NSR55 at the chicane on the first lap in an incident involving Jose Luis Cardoso, Sete Gibernau falling at the same turn a few laps later.

Katoh Destroys 250cc Competition

If this season's 500cc World Cham-

pionship is expected to be the best ever, the contest for 250cc honors could potentially be the most one-sided in years. Honda's Daijiro Katoh has been in a class of his own on his Movistar Honda since pre-season testing began and he proved his superiority in the most devastating of ways at Suzuka, running home first, almost 19 seconds ahead of his closest rivals. And that was despite his slowing down to celebrate as he approached the finish line.

With his three main rivals from last season (Olivier Jacque, Shinya Nakano and Tohru Ukawa) all now racing 500s, the youngster took it steady in the early stages of the race, moving from third to first in the first two laps. Then he steadily pulled away, never pressured and never needing to get even close to his speed in qualifying.

"The conditions were a bit windy, so I thought dust might get blown onto the track, making it slippery, so it took me a while to find my pace," said Katoh after his fifth Grand Prix win in Japan

(that's four at Suzuka and one at Motegi). "I had no problems, though it's harder to keep your concentration when you're not in a battle."

Way behind Katoh came Aprilia pairing Tetsuya Harada and Roberto Locatelli. The experienced Harada, 250cc World Champion in 1993, left it until the final dash to the flag to outfox Locatelli, who returns to 250s this year after claiming last year's 125cc World Championship. Naoki Matsudo on a Petronas Yamaha was further back in fourth, just ahead of Roberto Rolfo and Marco Melandri, both on Aprilias, Melandri riding a hero's race after dislocating a shoulder in a crash on Saturday.

Azuma Drafts Into First On The Last Lap To Win In 125cc GP

Canny Masao Azuma got Honda's great day off to a perfect start, winning a fast and fraught 125cc race at the last gasp. Up to seven riders battled for the lead during the 18-lap conflict, Azuma one of the few not bothering to lead until he drafted past Lucio Cecchinello's MS Aprilia as they headed down the back straight for the final time. The Japanese held his advantage to the line to win his eighth GP, and kept Honda on course for winning the company's 500th GP at its home track.

"I present this win to Honda staff, for their 500 wins," beamed Azuma. "If I didn't win, I thought they'd kill me! It was a difficult race. My bike wasn't

so fast, so I had to use slipstream and wait for my moment." Honda's other hope, Noboru Ueda (riding a Technical Sports Honda), had been leading when he fell with just a few laps to go. Pole sitter Youichi Ui on the L&M Derbi and Simone Sanna on an Aprilia joined Azuma on the podium in second and third. Mirko Giansanti on an Axo Honda was the next Honda finisher, in eighth.

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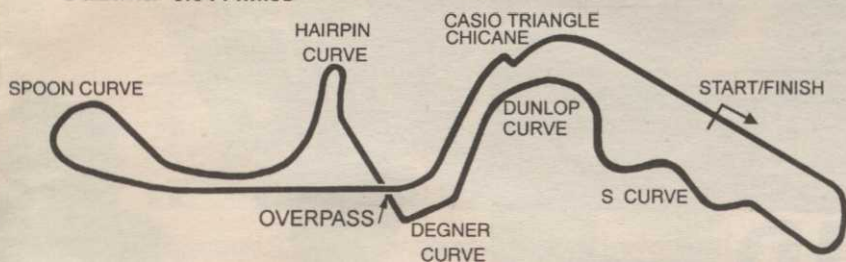
RESULTS

500cc FINAL (April 8): 1. Valentino Rossi, Italy (Hon NSR500), 44:51.501, 102.264 mph; 2. Garry McCoy, Australia (Yam YZR500), 44:52.225; 3. Max Biaggi, Italy (Yam YZR500), 44:52.457; 4. Norick Abe, Japan (Yam YZR500), 44:52.677; 5. Shinya Nakano, Japan (Yam YZR500), 44:54.757; 6. Alex Barros, Brazil (Hon NSR500), 45:06.016; 7. Kenny Roberts, USA (Suz RGV500), 45:14.377; 8. Loris Capirossi, Italy (Hon NSR500), 45:20.233; 9. Alex Crivillé, Spain (Hon NSR500), 45:25.979; 10. Carlos Checa, Spain (Yam YZR500), 45:45.266; 11. Jurgen van den Goorbergh, Holland (Proton KR), 45:50.189; 12. Haruchika Aoki, Japan (Hon NSR500V), 46:08.839; 13. Leon Haslam, Great Britain (Hon NSR500V), 46:09.182; 14. Jason Vincent, Great Britain (Pulse), 19 laps, DNF; 15. Tohru Ukawa, Japan (Hon NSR500), 16 laps, DNF, crashed; 16. Mark Willis, Australia (Pulse), 15 laps, DNF, entered pits; 17. Akira Ryo, Japan (Suz RGV500), 12 laps, DNF, crashed; 18. Olivier Jacque, France (Yam YZR500), 11 laps, DNF, entered pits; 19. Noriyuki Haga, Japan (Yam YZR500), 10 laps, DNF, crashed; 20. Sete Gibernau, Spain (Suz RGV500), 8 laps, DNF, crashed. Race Distance, 21 laps, 76.456 miles; Race Time, 44 minutes, 51.501 seconds; Race Average Speed, 102.264 mph; Victory Margin, 0.724-second; Fastest Lap, Ukawa, 2:06.805, 103.362 mph, Lap 11.

500cc QUALIFYING: 1. Capirossi, 2:04.777, 105.041 mph; 2. Nakano, 2:05.588; 3. Biaggi, 2:05.703; 4. McCoy, 2:05.833; 5. Ukawa, 2:05.924; 6. Abe, 2:05.927; 7.

continued on page 75

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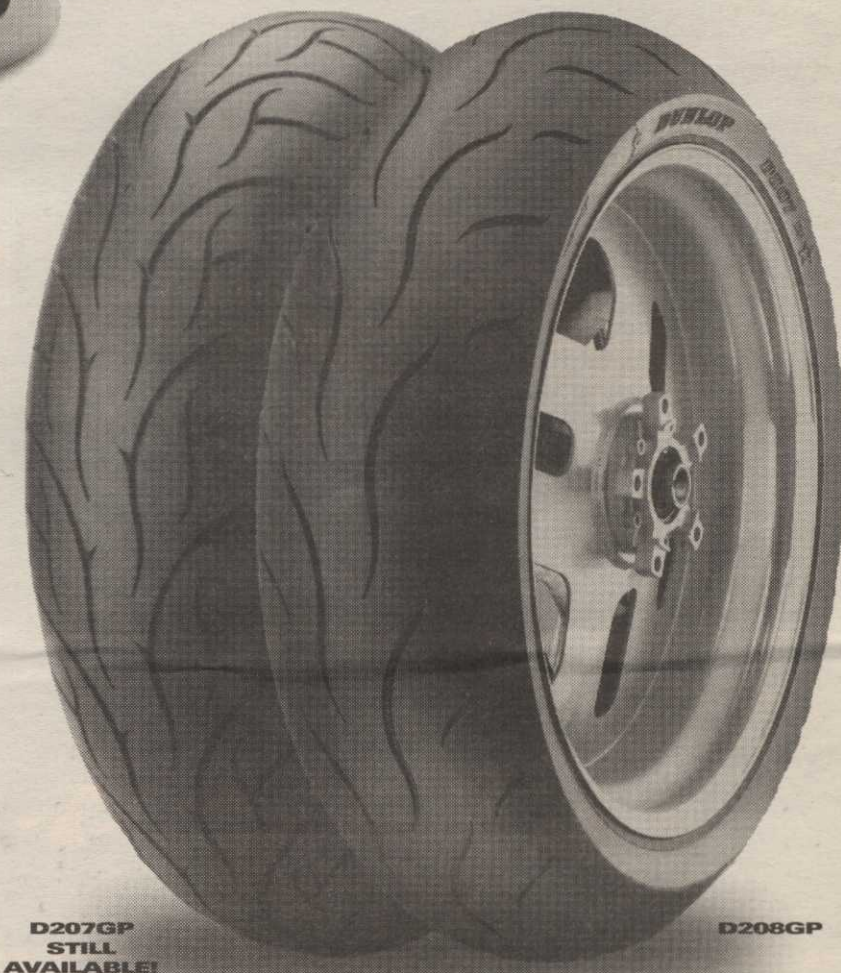
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Yates Is The Quickest In Road Atlanta Tests; Lopez's GSX-R1000 Tops Superbikes On Radar

By Beth Wyse

Seven AMA teams and a Canadian team joined Yoshimura Suzuki (which actually rented the track and handled organization and logis-

wanted a chance to get Steve Crevier, Jeff Williams and Michael Taylor limbered up before the Candian season started, Austin/Bleu Bayou wanted

a motocross bike in Australia April 7, and Harley-Davidson was minus Pascal Picotte, who beat himself up—but suffered no broken bones—when he

worrying about set-up.

The Valvoline team had two 1000s, one set up for fast tracks and one set up for torque and meant for tighter tracks, with a pile of suspension parts to try. Grant Lopez concentrated on the GSX-R1000 with a few laps on a GSX-

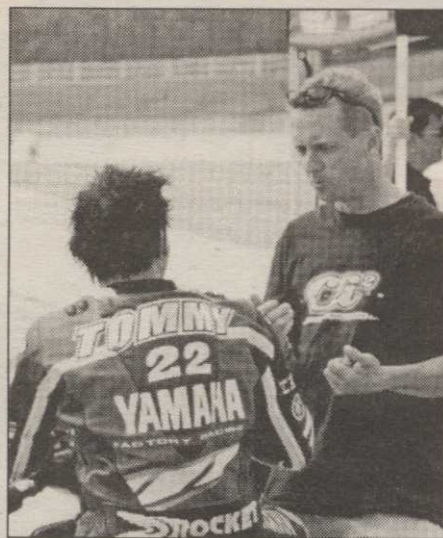


Doug Chandler and crew worked on both his Kawasaki Superbikes during the tests at Road Atlanta. Here, Chandler confers with Crew Chief Gary Medley along pit lane. Photo by Andy Chadwell.

tics) for three days of testing at Road Atlanta, with each team kicking in about \$6000 toward track rental, haybales, cornerworkers, ambulance, medical staff and insurance.

Most of the usual members of the AMA testing cooperative attended, with notable exceptions being the American Honda and Erion Honda teams. American Honda cancelled due to a lack of test parts and a lack of healthy riders, Nicky Hayden still recovering from wrist surgery. Erion elected to stay and work in the shop and to do one day of testing at Willow Springs on April 10. HMC Ducati used the time to move into a new race shop, while rider Steve Rapp elected to test on his own at Sears Point on Friday, April 13. Graves Yamaha also tested at Sears Point on Friday, with riders Aaron Gobert and Damon Buckmaster.

But Honda Canada and Austin/Bleu Bayou Harley-Davidson joined the tests at the last minute, as did Team Hammer. The Canadians



Former 500cc World Champion Kevin Schwantz discusses his ride on a Superbike with Tommy Hayden at Road Atlanta. Photo by Andy Chadwell.

more testing with Jordan Szoke, and Team Hammer, aka Team Valvoline EMGO Suzuki, primarily wanted to sort out two GSX-R1000s in Formula Xtreme trim.

Participating AMA Superbike teams, along with Yoshimura Suzuki, included Kawasaki, Yamaha, Harley-Davidson and Competition Accessories Ducati.

Yoshimura was there minus Mat Mladin, who broke his lower left leg on



Eric Bostrom tucks in on his Kawasaki Superbike as his crew measures suspension sag. Al Ludington (left) supervises. Photo by Andy Chadwell.

crashed a snowmobile in Canada. Competition Accessories tested with primary rider Larry Pegram.

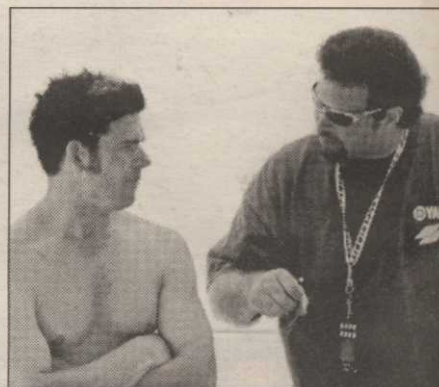
Some of the teams worked on testing new parts, examples being Harley-Davidson and Valvoline EMGO Suzuki. According to Harley-Davidson's Scotty Beach, all the team did was test parts on Mike Smith's bike, without even

R600 Supersport bike. The team also brought Ben Spies to ride a GSX-R750 and Chris Ulrich in place of injured John Hopkins. Spies and Ulrich were both working on set-ups, and Spies tested Michelin DOT-labeled tires.

Kawasaki brought Doug Chandler to ride his Superbike, and Eric Bostrom



Work on suspension was a major theme during the three days of testing at Road Atlanta. Here, Yamaha men work on a rear shock. Photo by Andy Chadwell.



Tom Houseworth debriefs Anthony Gobert along pit lane as the Yamaha team works on set-up. Photo by Andy Chadwell.

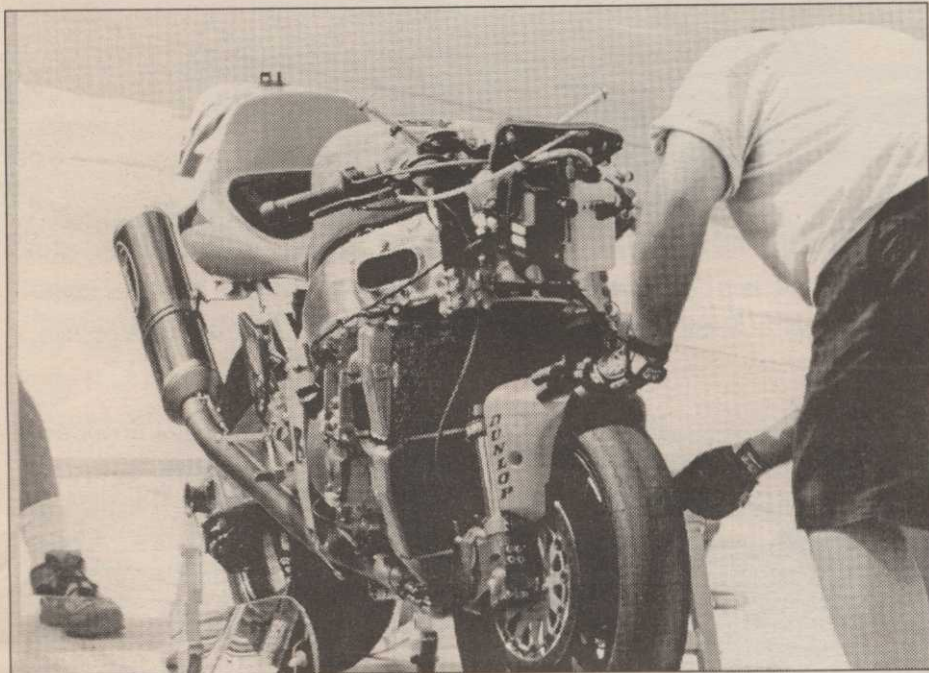
to ride his Superbike and 600. Yamaha brought Anthony Gobert and Tommy Hayden to ride Superbikes and 600s. Yoshimura Suzuki brought Aaron Yates to concentrate on his Superbike and Jamie Hacking to ride his Superbike and 600.

Dunlop's Steve Brubaker was on hand to change tires for the Dunlop teams, but crew men for the sole Michelin team, Valvoline EMGO Suzuki, changed their own tires.

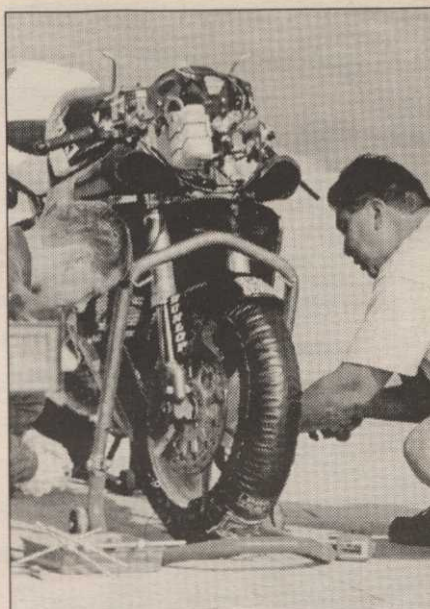
Although the track had been slightly

modified over the winter with the back-straight crest lowered about four feet and smoothed to make it more difficult for race cars to flip over backwards, the change didn't seem to improve lap times. It wasn't until the final day that most riders' lap times started dropping into what would be competitive race times based on the times turned during the 2000 AMA National at Road Atlanta.

The track was dirty, however, covered with a mist of yellow tree pollen



Eric Bostrom's Kawasaki Superbike sans bodywork on pit wall at Road Atlanta, with the crew working on the front end. Photo by Andy Chadwell.



Suspension got a lot of attention over at Yoshimura Suzuki pit area as well. Here, Aaron Yates' GSX-R750 is adjusted prior to another track session. Photo by Andy Chadwell.

that swirled up behind the bikes as they exited the pits. The pollen coated everything, dusting the trucks and anything left uncovered. And when a couple of riders made a lap of the track on mountain bicycles before the tests began, the bikes left clearly visible wheel tracks through the pollen.

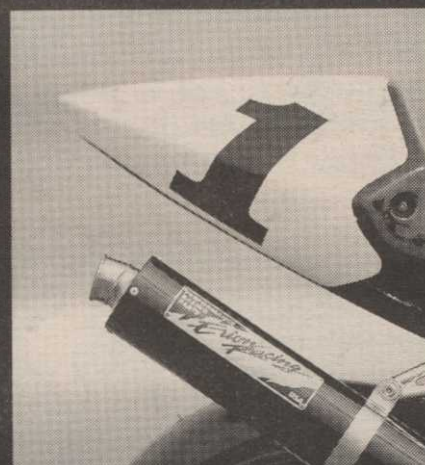
Many riders stayed on the same tires for long stints, concentrating on

..... continued on page 26



Aaron Yates (20) was clearly the fastest man at the Road Atlanta tests, turning a 1:23.3 lap time. Yates was also caught by radar at 166.7 mph on the back straight aboard his GSX-R750. Photo by Andy Chadwell.

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In the pits, Honda Canada's Steve Crevier, seen here on a 600, did the best job of entertaining onlookers with amusing antics. Photo by Andy Chadwell.



Doug Chandler (10) showed up at Road Atlanta still a bit beat up from his big crash at Daytona, plus suffering from a virus picked up from his children. Chandler still went fast, turning a 1:24.1. Photo by Andy Chadwell.



Eric Bostrom (32) was third-quickest on a Superbike at Road Atlanta, turning a 1:24.2 aboard his Kawasaki. Bostrom spent most of his time on the Superbike. Photo by Andy Chadwell.

Atlanta Tests

continued from page 25

bike set-up for race distance. The near-90-degree weather was fortunate as it gave the teams a good idea of what to expect when they come back to Road

Atlanta in May for a double-header race.

While Yoshimura Suzuki's Mladin was MIA, his GSX-R750 Superbike still got a few laps around the Road Atlanta circuit. Suzuki riding coach and 1993 500cc World Champion Kevin Schwantz took the bike out for a while on Tues-



Rusty from the long Canadian winter, Honda Canada's Steve Crevier (11) and his teammates struggled to find speed during the Road Atlanta tests. Photo by Andy Chadwell.



Dunlop tire technician Les Washbon takes track temperature during tests at Road Atlanta. Photo by Andy Chadwell.

day afternoon to gather on-track video footage and again for a brief period on Wednesday. No blisteringly fast lap times were set by Schwantz, who turned 1:32s and said he was "just riding around."

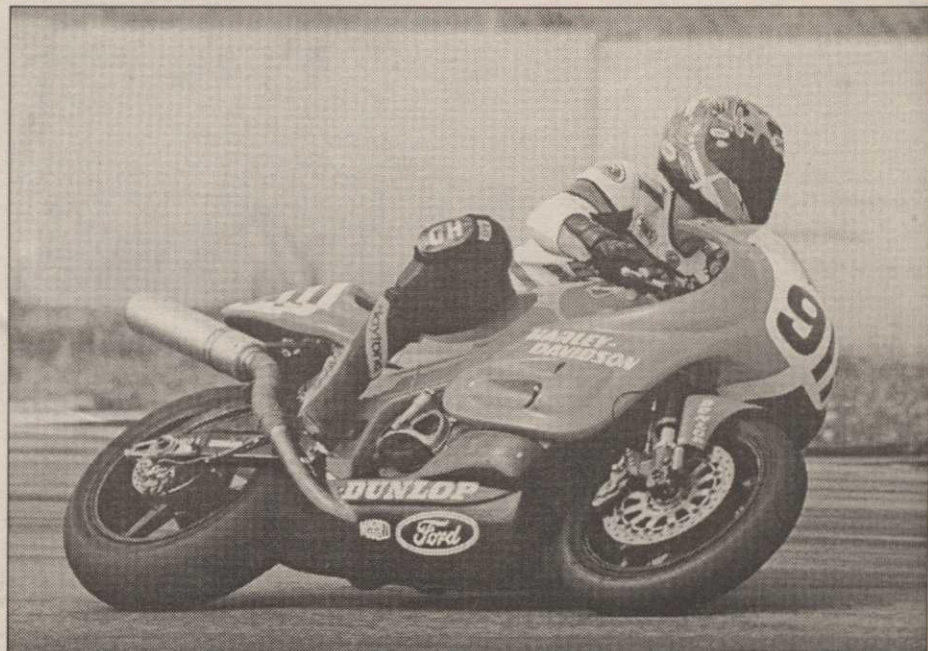
Aaron Yates was the iron man on

Tuesday, rarely taking a break from the testing and turning many laps. Yates, who hails from Milledgeville, Georgia, knows Road Atlanta better than most riders and used his Yoshimura Suzuki GSX-R750 to turn the fastest lap times seen during the tests, with a 1:24.21 on Wednesday and a 1:23.3 on Thursday.

Mladin holds the official Road Atlanta track record, which he set during AMA Superbike qualifying last year with a time of 1:23.782.

For all of Tuesday and most of Wednesday, Hacking rode only his Supersport GSX-R600. Yoshimura's Don Sakakura recorded Hacking's best lap on the 600 as a 1:27.6. It was not until late Wednesday afternoon that Hacking finally took the GSX-R750 Superbike out onto the track; by the end of Thursday, Hacking has turned a 1:24.5 on the Superbike.

Over at Yamaha, "Anthony (Gobert) is the new guy and needs all the track time he can get," said Factory Racing Department Manager Keith McCarty. "He's just coming back from Malaysia, where he did some testing, then flew back here. He's working



Mike Smith (911) tried out different parts and pieces on his bike during the three days, and, according to one crewman, didn't even worry about set-up. Photo by Andy Chadwell.

through the jet lag great. He and Tommy are working together great." McCarty added that the team was also testing and trying to improve some new data acquisition systems.

Gobert, who was running 1:25.3s on Wednesday and 1:24.4 on Thursday on the Superbike, seemed pleased with the results of his testing. "I'm pretty happy," he said. "I sort of started way off (on Tuesday), but we made adjustments and we're pretty comfortable now at the end. I would have liked to be quicker, but we're getting there."

Although it is not yet confirmed that Gobert will get to ride a works Yamaha in the Suzuka 8-Hour, he seems hopeful that his test in Malaysia will result in a ride. "I had a great time," Gobert said of the Malaysian testing. "Yamaha was happy with my Daytona results so they invited me over to Malaysia to test. It was really great and will hopefully lead to me getting to race the Suzuka 8-hour."

The Harley-Davidson factory team's primary goal was to allow their new rider Mike Smith to get more experience on the VR1000 under his belt. The team made some changes to the bike over the off-season and the crew men were trying various configurations.

Road Atlanta Team Testing Best Lap Times And Radar Speeds

Rider	Bike	Time	Radar Speed
1. Aaron Yates	Suzuki GSX-R750 Superbike	1:23.3	166.7 mph
2. Doug Chandler	Kawasaki ZX-7RR Superbike	1:24.1	166.2 mph
3. Eric Bostrom	Kawasaki ZX-7RR Superbike	1:24.2	no speed recorded
4. Anthony Gobert	Yamaha YZF-R7 Superbike	1:24.4	164.0 mph
5. Jamie Hacking	Suzuki GSX-R750 Superbike	1:24.5	165.6 mph
6. Tommy Hayden	Yamaha YZF-R7 Superbike	1:24.7	164.0 mph
7. Larry Pegram	Ducati 996 Superbike	1:25.1	166.1 mph
8. Grant Lopez	Suzuki GSX-R1000, Formula Xtreme	1:25.4	171.1 mph
9. Mike Smith	Harley-Davidson VR1000 Superbike	1:25.7	157.0 mph
10. Jordan Szoke	Harley-Davidson VR1000 Superbike	1:26.7	no speed recorded
11. Ben Spies	GSX-R750, 750cc Supersport	1:27.38	156.0 mph
12. Jamie Hacking	Suzuki GSX-R600, 600cc Supersport	1:27.6	150.5 mph
13. Anthony Gobert	Yamaha YZF-R6, 600cc Supersport	1:27.8	no speed recorded
14. Tommy Hayden	Yamaha YZF-R6, 600cc Supersport	1:27.8	no speed recorded
15. Chris Ulrich	Suzuki GSX-R750, 750cc Supersport	1:28.1	no speed recorded
16. Eric Bostrom	Kawasaki ZX-6R, 600cc Supersport	1:28.3	no speed recorded
17. Grant Lopez	Suzuki GSX-R600, 600cc Supersport	1:28.8	no speed recorded
18. Steve Crevier	Honda RC51 Superbike	1:29	no speed recorded
19. Steve Crevier	Honda CBR600F4i, 600cc Supersport	1:31	no speed recorded
20. Michael Taylor	Honda CBR929RR	N.A.	
21. Jeff Williams	Honda CBR929RR	N.A.	

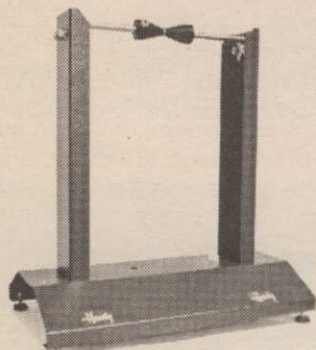
Note: Radar gun speeds were recorded by Yoshimura Suzuki's Don Sakakura at the end of Road Atlanta's back straightaway before braking for turn 10. The radar speeds are the best recorded by Sakakura for each individual on each of the specified bikes. This does not indicate that the highest top speed was obtained during the rider's fastest lap time or vice versa.

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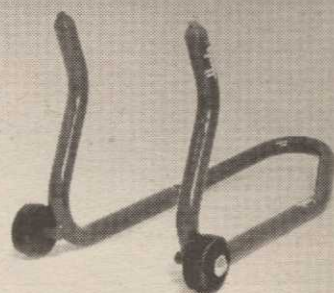
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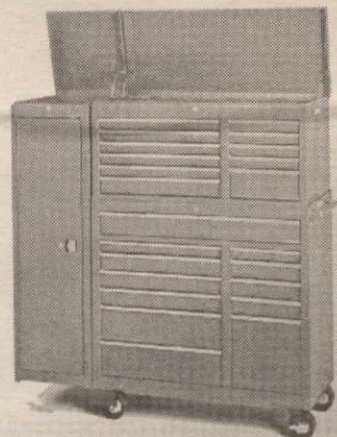
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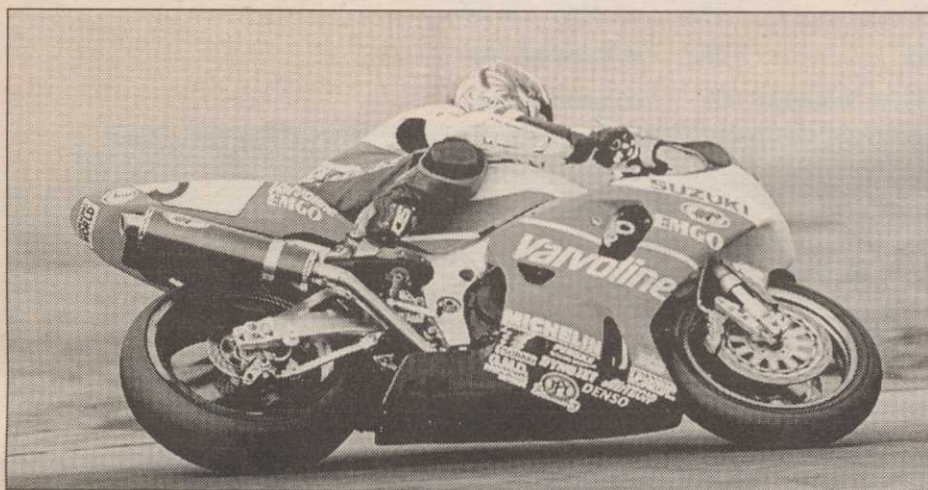
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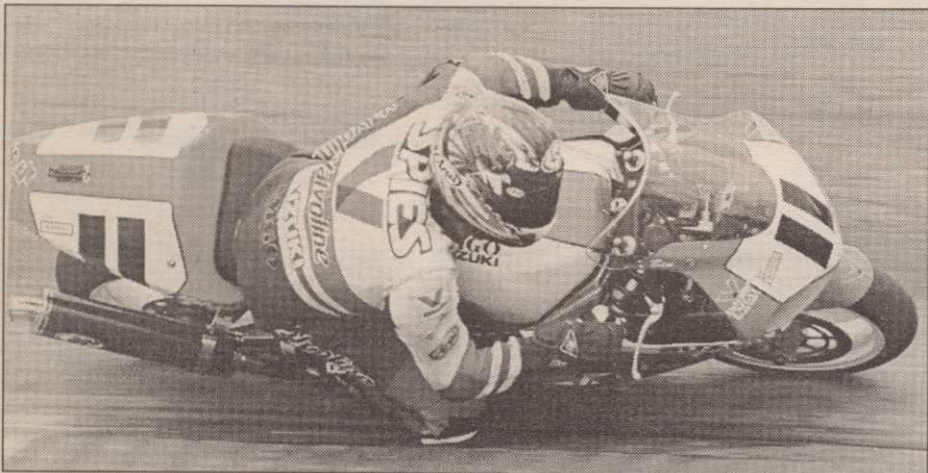
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Larry Pegram (72) missed part of practice while his crew changed engines; after three days he was seventh-fastest on a Superbike, at 1:25.1. Photo by Andy Chadwell.



Grant Lopez got under the Road Atlanta Formula Xtreme lap record on his Suzuki GSX-R1000, turning a 1:25.42. Lopez was also caught at 171.1 mph by radar on the back straight. Photo by Andy Chadwell.



Ben Spies (11) ran 1:27.38 on his 750cc Superbike on Thursday. On Wednesday, Spies slid off while testing tires. Photo by Andy Chadwell.

Atlanta Tests

continued from page 27

Kawasaki's Bostrom and Chandler were testing both primary and back-up Superbikes, and Chandler was still beat up from Daytona and also feeling the effects of a bug he thought he picked up from his children. Chandler was running 1:24.9s during Wednesday but dropped to a 1:24.1 on Thursday morning before packing it up around noon.

"I'm still a bit off from the Daytona crash, so I'm easing into it," explained Chandler. "We're just mainly working on the set-up for both bikes, trying to make them the same."

Even though he was running in the 1:25s on Wednesday, Larry Pegram with the Ducati team was feeling some frustration about the testing, which he described as being "slow... shitty." But there was good reason for that, as Pegram explained. "It's just a slow pace because we've got new bikes and new mechanics. Everything is work-



Chris Ulrich (18) showed up at Road Atlanta with a sinus infection and struggled. On the third day he ran 1:28.1 on his 750cc Superbike. Photo by Andy Chadwell.



Tommy Hayden (22) leads Anthony Gobert (16) during tests at Road Atlanta, both riding their 600cc Superbike. According to the Yamaha team, both went 1:27.8. Photo by Andy Chadwell.

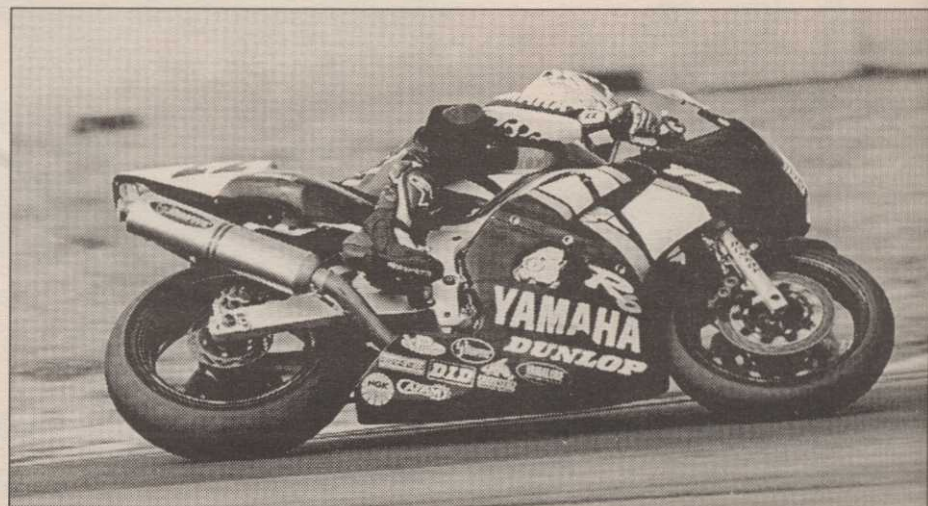


Anthony Gobert (16) leads Jordan Szoke (101) into the Road Atlanta esses. Gobert's best Superbike time was a 1:24.4, while Szoke's best time was a 1:26.7. Photo by Andy Chadwell.

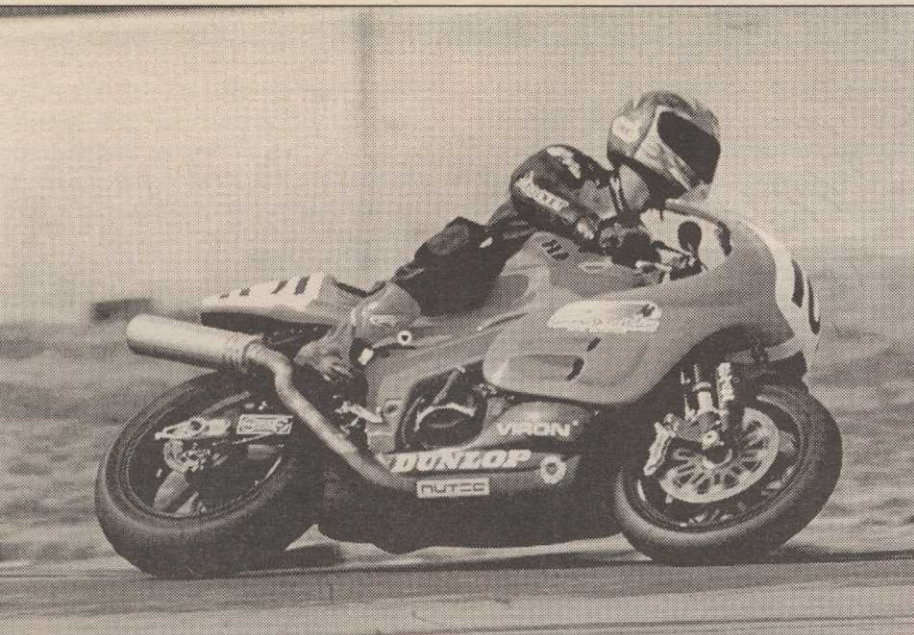
ing good. We're gaining tenths at a time.

"We're having an engine mapping problem. We have a new fuel injection system and we're getting ready to try a new link. We're using single injection this year, just like they do in World Superbike, and we're struggling to get it to work." Pegram dropped down to a 1:25.1 on Thursday.

Team Valvoline EMGO Suzuki's Lopez had the fast-track-version of



Tommy Hayden, seen here on his YZF-R6, alternated between his Superbike and his Supersport racebikes at Road Atlanta. Photo by Andy Chadwell.



Jordan Szoke (101) didn't set any records on his Austin/Bleu Bayou Harley-Davidson VR1000. On the other hand, the thing didn't constantly blow up like it used to. Photo by Andy Chadwell.

the new GSX-R1000 machine railing around at 1:25.51 on Wednesday and 1:25.42 on Thursday, underneath the existing Formula Xtreme class record. And Lopez reached 171 mph as measured by Sakakura's radar on the back straight, or almost five mph faster than the fastest Superbike speed, which was 166.7 from Yates' Suzuki.

Spies was trying a few different tires, but concentrated on learning the track. "I haven't been here on this bike and I'm trying to get it dialed in," said Spies.

Shortly after lunch on Wednesday, Spies had the only crash of the day when he lowsided in turn one, sliding to a halt about 10 feet shy of a concrete wall. Spies was treated and released from the track's medical center. As for the cause of the crash, Spies said he was testing some new tires that he was not comfortable with.

Spies came back on his spare bike Thursday to turned a 1:27.38, a very quick 750cc Supersport time.

Chris Ulrich came out to act as a stand-in for Team Valvoline EMGO Suzuki rider John Hopkins, and ran some team-built bikes in his own yellow/black bodywork. Ulrich, who also wasn't feeling well, struggled on the first two days but turned a respectable 750cc Supersport 1:28.1 on Thursday.

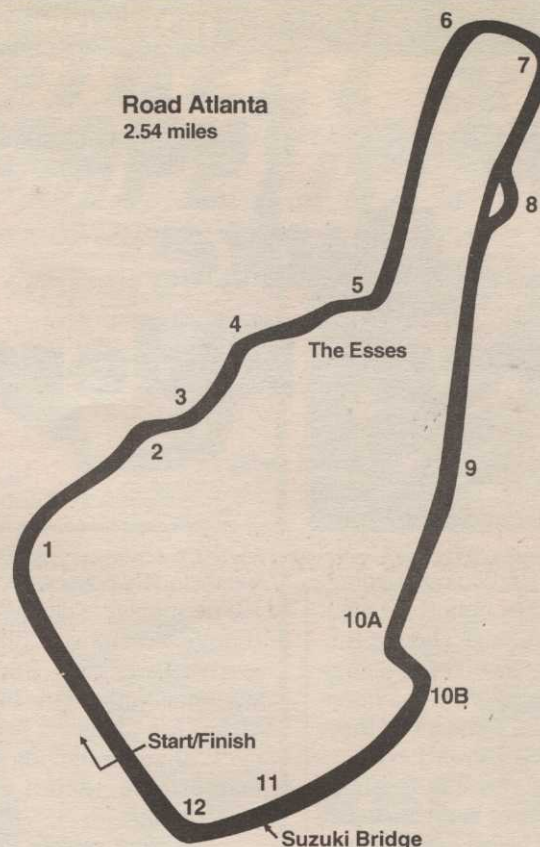
The Honda Canada men were busy testing their CBR600F4is and CBR929RRs, with Crevier also riding a Honda RC51. The number plates on the bikes were all bare. "We're not competing in the States," said Crevier, who added that the team is racing in the Parts Canada 600cc and Open Supersport Series.

"We haven't ridden since the end of September last year, our last race of the season," continued Crevier. "All of our equipment we've had only two weeks. We're setting things up and our lap times are a bit down." Crevier was running 1:31s on his 600 and 1:29s on the Superbike on Wednesday. He described the lap times as "slow, but not scary."

Crevier's teammates Michael Taylor and Jeff Williams are new to the Honda team and were still getting used to their bikes.

Overall, the three days of testing were quiet ones. Aside from the crash on Wednesday, the only red flags were

thrown when bikes that had mechanical problems out on the track had to be towed in. **RW**



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Great Tuners Make Great Riders

By Mat Oxley

Jerry Burgess and Warren Willing are two of the most important men in Grand Prix racing. They're the guys who look after the bikes of 500cc World Championship favorites Valentino Rossi and Kenny Lee Roberts. If they mess up, their riders go nowhere.

The two Aussies have more than 50 years track experience between them, and they both raced before moving into pit-lane. Sydney-sider Willing was one of one of Australia's top riders before his career was cut short by a huge crash in 1979. He joined Team Roberts, owned by three-time 500cc World Champion Kenny Leroy Roberts, as an engineer in the mid-1980s, helping Wayne Rainey to a hat-trick of 500cc titles. Willing was also a key figure in the KR3 project and has worked with the younger Roberts since the mid-1990s, first on Yamahas, then on the KR3 and now with Suzuki.

Adelaide-based Burgess got his first GP spanning job in 1980, working with Randy Mamola at Suzuki. After that he won titles with Freddie Spencer and Wayne Gardner, before guiding Mick Doohan to his five 500cc crowns. Burgess started with Rossi in 2000.

You learn more about racing from a five-minute chat with Burgess or Willing than you'd learn in a week with most racing people. They're both engineering pragmatists, who know how to get the best out of the world's most insane motorcycles.

They are deeply technical types but can cut through it all to the very basics of competition. As Burgess says, "As long as there's two kids without jobs, you've got a motorcycle race. One bike, two sticks in the ground, and it's 'I'll do five laps and you time me, then you go'. That's as much a competition as anything we do."

RW: What makes Rossi tick?

JB: He grew up in a racing environment with his father, he started competing when he was very young and he's got an enjoyment for doing it. It's not dissimilar to Kenny who also grew up around bikes. They both grew up in similar situations, with no negativity about bikes from their parents.

Valentino also likes to win, he's a great fighter. He also knows we're in the entertainment business, so he likes to entertain. He still rides the 500 a bit 250-ish but that's not a bad thing. One of his strong points during 2000 was passing. Some riders tend to be followers, and if you follow you get hypnotised and it becomes difficult to pass. Valentino gets up there, has a look, puts in a pass and usually makes it stick.

WW: I don't know him, so my observations are purely from outside, but

he obviously possesses the right skills. His personality is different from Kenny's, though when it gets down to the nitty gritty of working, I'm sure he does the same things. One big bonus is that he has fun whenever he's on the motorcycle. If you're having fun and you're comfortable, then it's going to happen for you.

RW: What makes Roberts tick?

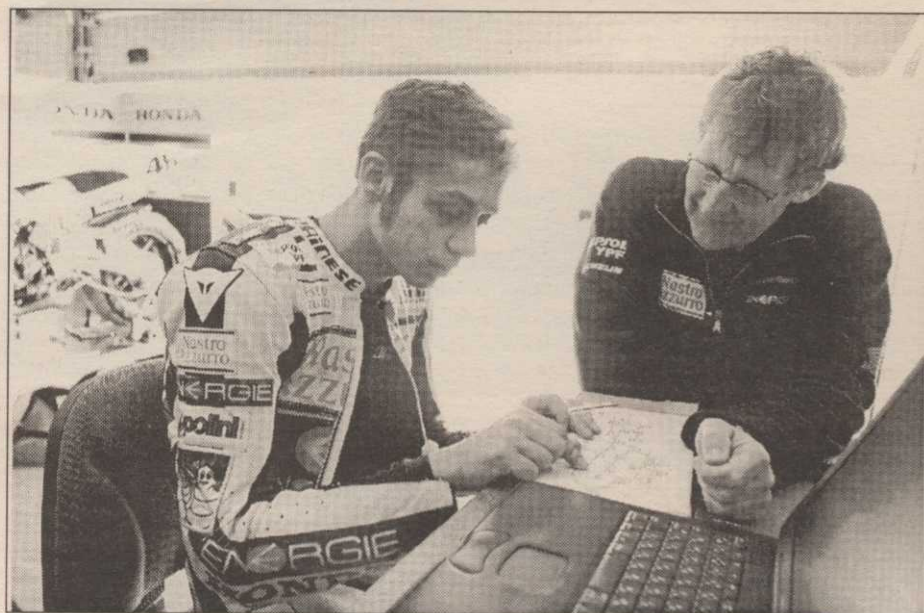
JB: Last year Kenny could clear off out front but he didn't look so good if he got stuck in a race for fifth or sixth, though maybe that was because he had a points lead and was riding conservatively for the Championship. There were a few races where he exposed a few weaknesses.

WW: Kenny's trained as a rider all his life. What makes him good now is the combination of maturity, applica-

don't know why they're so good and they don't really want to know, either, they just want to know that no one's better than they are. When the greats start getting beaten, they leave, because

comes into the pits he can visualize everything and pull that information back out, to any degree of accuracy you want, and that's a big strong point.

RW: Are you as much a sports psy-



Valentino Rossi goes over a track map with Jerry Burgess in a garage at Suzuka Circuit, where Rossi won the opening round of the 2001 500cc World Championship.

Photo by Yves Jamotte/Sports Photography.

they don't like getting beaten. It's the fear.

Mick was intense to work with but I'm intense, too, I don't come 12,000 miles just to participate. Mick was same,

chologist as an engineer?

JB: Not in the true sense, but a lot of my job is to create an air of confidence rather than an air of negativity. If we have a problem and we give the appearance that we may not be able to fix it, obviously that's not a positive. The important thing is to work on the positives and to keep everyone in a positive frame of mind. We will have bad races, and riders will have bad days, you've just got to stay positive.

It's important to create an attitude of 'We can fix it'. Things will come right if you work hard enough. If you have bike problems, you mustn't move that negativity into the rider. Last year when the Repsol Honda team were in dire straights, they destroyed themselves. We had a worse bike because we were number four in the pecking order but we isolated Valentino from the nightmare next door and just worked at getting the best out of our bike. We applied ourselves and worked through it logically.

WW: You certainly have to be aware of it, though I wouldn't say it's my job to be a psychologist. The rider has got to have total confidence, and you build up confidence and trust in each other. Sometimes we may make an adjustment that may not be the right answer but we need to do it so we can make an interpretation of that adjustment to point us in the right direction. If you're changing something just to find out something else, you need to communicate that, the rider has to be aware why you're doing it. You can't bullshit him, because that'll break down your mutual respect and confidence.

RW: What's your secret to getting a 500 around a track?

JB: A 500 will never be perfect in every area, so it's a case of making a compromise that's not going to cost you heaps in any one area. It's all about what the rider wants, you've got to give him the confidence to ride it fast. He's got all the power he can use and more, so changing the engine character from one track to another through different ignition mappings



Warren Willing and reigning 500cc World Champion Kenny Roberts watch the monitor in the Suzuki garage at Suzuka Circuit, during qualifying.

Photo by Yves Jamotte/Sports Photography.

tion and a sound work ethic that has allowed him to put his ingrained training, skills and riding knowledge to work and to finesse them. The talent is there, but you have to be a worker to progress that last bit to become World Champion. I don't know any Champions that aren't that way.

He is now applying his riding technique and he's applying it to make the bike work, as well as being able to describe to us exactly what he's doing to influence the bike. The more clearly he can define his needs, the easier it is for us to identify them.

RW: What unites the greats?

JB: Determination. You've got to really want to do it, and you need a fear of being beaten. The greats probably

if we race, we try to win and Valentino's like that, too. He's a pleasure to work with, though last year there was very little pressure. This year is different, there's expectations from everyone and if we're not getting the results, the air in the pits will be tighter.

WW: Faith in their ability and confidence in their feelings and intuition. The other thing that all top riders have is the ability to visualise to a very high degree. When Kenny is out there he's concentrating 100 percent on his riding and automatically compensating to make the bike work, but he's not thinking what he'll tell me back in the pits. When he's riding, his subconscious takes in everything without interpreting it on the track, which is the worse thing he can do. When he

and so on is important.

Every track is a compromise in itself. You need a motorcycle that works well over broad parameters and you need a broad spread of power to get you off different corners. You don't want a bike that's a second faster than everything else at some tracks but a second or two slower at others. The rider needs to be familiar with his bike, so it's not a completely new motorcycle geometry-wise at every track. But there's probably only five times in a season that you get the bike perfect, the rest of the time it's up to the rider to ride through it.

Valentino rides the 500 different from how he rode it at the start of 2000. He puts different forces on the suspension, through the way he's entering corners and so on. He uses more force on the bike to go faster, so we're finding that the set-ups we used at the start of 2000 aren't working at the same

do this to fix that. He's very receptive to changes, he's not afraid of making a mistake by going in the wrong direction, which is good.

WW: I am involved with the factory in development on an ongoing basis. At a GP you think about the immediate problem—getting the best performance out of the package you have on the day. I'm in complete agreement with Jerry, that's why he's won the World Championships he's won; it doesn't matter if you've got the best bike on the Monday after the race, you've got to race with what you got. At same time I'm trying to develop the bike, and that's part of my motivation. Quite frankly, if it was just a matter of getting the best setting on the day I think I would've been finished long ago.

RW: Are you looking forward to GPs going four-stroke in 2002?

JB: I'm not looking forward to it but I'm not against it at all. It'll be differ-



Warren Willing has worked with Kenny Roberts for years, and went with Roberts to the Suzuki Grand Prix team. The combination resulted in the 2000 500cc World Championship. Photo by Yves Jamotte/Sports Photography.

tracks this year.

WW: You can work at a 500 in two ways—either to get the best lap time or to get the best overall race time. To get the best race time you have to compromise, you mustn't abuse the tires any more than necessary. It's about understanding the dynamics and the interaction that's going on between rider and bike and remembering that all the forces on the motorcycle are driven through the tires. All the horsepower in the world doesn't equate to any force if it's not hooked up. It's all in the tires: How the suspension affects them, how the engine affects them, the rider, the track temperature and so on.

RW: Do you work one race at a time, or are you always thinking about developing the bike?

JB: My job is to take it one at a time, you can't worry about three races ahead. These days we have piles of information and data for each race. We have all the computer data, plus what we heard from other people at that race last year, what tires other riders used, what problems they did or didn't have. You build up that library all the time.

We do think ahead sometimes, like we did when we told Honda we needed the big bang engine at the start of the 1990. The message finally got home and we had a brilliant run with Mick.

Valentino is very alert with what's happening with the other bikes. He says Kenny's bike can do this and my bike can't. Then we can say, we can

ent but not tons different. Personally I think they should've kept it all 500 and let in turbocharged or supercharged four-strokes. I think they'll be fast because everything happens slower on a four-stroke, so you get more feel, so there's more confidence there. When Gardner rode four-stroke 750s, he said he could go faster, faster and faster until he fell down, but the moment he got on a 500 it was trying to throw him off.

WW: I'm interested in any technical challenge and getting the four-strokes to beat the 500s is quite a challenge. My personal feeling is that it's not something that needs to be changed, though it is changing and when the bikes are there I'll be just as happy to work on them. The argument is that it's been done for commercial reasons, but we'll have to wait and see if it does makes a difference commercially. I know it's going to make a lot of difference to the expense.

Over race distance I'm not convinced the four-strokes will beat the two-strokes. I think they could for a few laps because they'll have more horsepower which puts more demands on the tires and that's the critical point. They'll also be heavier which imposes more load on the tires. To improve endurance the usual way ahead is to make the tire bigger but in my experience, anything bigger than the tires we run now badly affects lap times. **RW**

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A Guide To Middle Aged (Old Guy) Motorcycle Road Racing

By James R. Adams, Jr., M.D.

Age isn't important. Anyone who wants to race, should race. It's as simple as that. The machines and the people involved in all forms of motorsport are first class. Humans do best when they are with people like themselves. So racing or not racing ultimately depends on who you are. Everything does. You are reading *Roadracing World*... maybe you ride on the street. If you are reading this magazine, you have at least watched a road race on TV. More of you, I suspect, have even spent a weekend watching a road race in person. I suspect also that you didn't like the feeling of watching they guys in the pits having so much fun. Neither did I. The fact is, racing is much better *inside* the fence than outside. You know it. So do I. If you want to race, your birth date doesn't make a difference...you want it? Then you should do it.

There is an interesting fact about racing: It is mostly mental. Gifted young people can race for several years before they realize this. It may take even longer to come to be able to articulate it...but everybody finally figures it out. The older person has one advantage: He has already been young. After a certain age, you make choices based on personal goals or activities that will justify the time that it will take. You make decisions based on thinking rather than whim. When you decide to *do* something, you start out with a plan. More specifically, since all forms of motorsport require a significant mental commitment, it seems that a mature viewpoint will (sooner or later) lead to a level of performance that is satisfying. The big thing is to become a participant instead of a watcher. You can watch TV in a nursing home. One races bikes, now.

I wanted to explore that. I was late to start racing because of all the usual reasons. When I was young, (the age of the Haydens and the Bostroms), my parents told me that bikes were too dangerous (or something). Like many people, I listened, got a four-wheel vehicle with a Hurst shifter, went to school and learned a trade. Got married, bought a house, went to cocktail parties, worked, the usual thing. Time passed, the kids grew up and left... and there I was with the next 30 years looking at me and I had some choices to make. As luck would have it, my youngest boy wanted to look at bikes one day. We opened the yellow pages and got some addresses. It was 1994. I was 49 years old. What started out as an afternoon excursion opened my eyes.

The bikes in the shop were different than the ones I remembered when

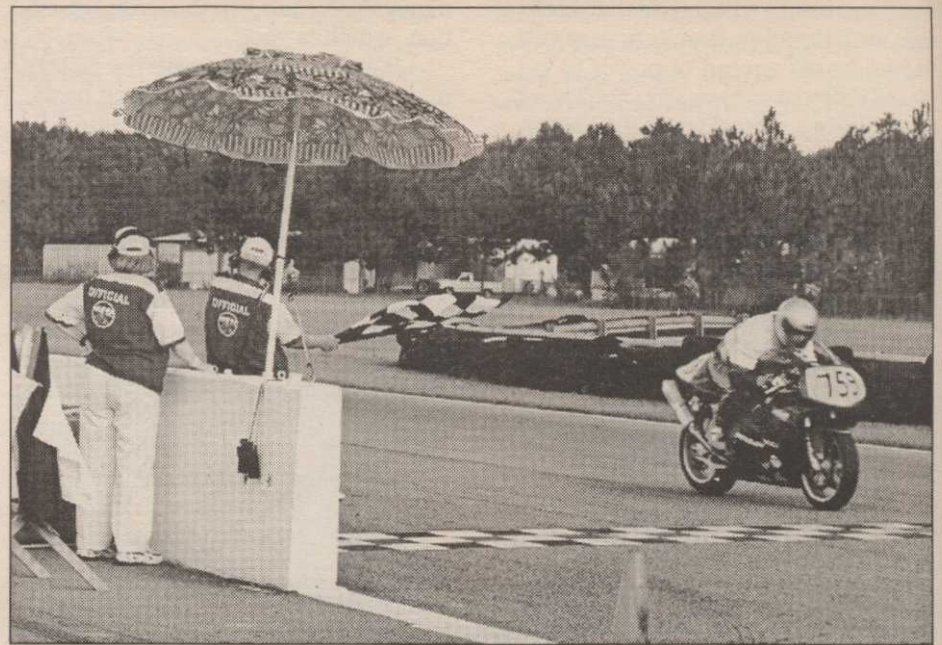
I was younger. The flexible frames, skinny tires, and the wire wheels had all gone. Performance and construction were better than ever. As I saw these new bikes in the showroom, it was clear that motorcycles were much different than the machines I had coveted when I was young. And those wheels and tires! I watched a brand-new 916 come out of its crate. I went home with a couple of magazines and started reading. (I didn't know anything about bikes.) And used up a winter deciding if I would buy a bike, and then, which bike?

Spring came, and it was time to do it, or to shut up. I bought my first bike just after my 50th birthday. By then I was reading five motorcycle magazines a month, had started riding to work everyday, and had taken an MSF course. Three years later, I had put 40,000 miles on motorcycles and found myself watching a race. I realized that the last-place guy was way ahead of me. I had no dreams of being a World Champion. I only knew that *doing* something was always better than watching something.



Justin Adams (759), Tachyon Racing's data acquisition man and fastest rider, and Dr. James Adams' youngest son.

After a bit of soul searching, my sons and I signed up for a race school, and planned to follow that with a season of Novice racing. I had a chance to see just what motorcycle racing could offer to a person who had already done what most set out to do; a chance to see if wisdom and age could share the same track with youth and enthusiasm. The answer, was already known, from the Steve McQueen car racing movie: Racing is living. All the rest



Dr. James Adams (759) takes the checkered flag as a Provisional Novice.

is waiting.

The message is this: If you are basically healthy and want to race, you must. If you don't, there is a huge possibility that you never will. Motorcycle racing offers an experience that will last a lifetime. The benefits are not limited to the singular thrill of running a high-performance bike near its limit (more appropriately *your* limit) but it will include the wonderful rewards of participation, of friendship—sharing time with people like yourself, of doing what others only dream about, and most importantly, finding out more about yourself.

The practical things are easy. Think about it and form a plan. The plan includes bike choice, physical fitness, a racing school, and a schedule of race dates for the coming summer. The neat

it, things become busy. There are two first steps: One is easy; sign up for a racing school. Whether you bring your streetbike or lease a school bike, you will receive a basic set of ideas and instructions and, you will get *lots* of controlled track time. Track time is the name of the game for the first two or more years. Schools are held in every part of the country, look in the calendar section of *Roadracing World* and find one near you. (If you live where snow covers the ground part of the year, buy an airplane ticket and some suntan lotion and have a quick vacation).

The other step is more difficult and should come *before* you go to race school. This is something you can start today. You should work on your fitness. Face it, if you are no longer 30 or younger, you have a pretty good chance of being, uh, out of shape. Why spend good money, if you are panting like a puppy after eight laps? Simple economics. An 18-year-old can run two days at a rider's school no matter what he does everyday. So should you, but being older and wiser doesn't guarantee a good cardiovascular system. If you can't run two miles and press 2/3rds of your weight, you will be wasting your time and your money. Not only that, remember that even if you don't ever race bikes, we older guys ought to think about fitness anyway.

Health Talk/Fitness

So. If you sign up for a school, begin to improve your fitness. If you plan to race, start a program of exercise that you will plan to do forever. It is good for your racing, and it is good for you. If you plan to race, it is not an option, it is an absolute necessity. You don't get to enjoy maturity without getting some sort of health thing that you see doctors for. Sure, some people are fit all their lives, but most of us lost something on the way to and past our 40th birthday. Before you get on the course, be sure that your body is up to the task.

Note: if you want my medical opinion about your situation, come to Chicago and I will be happy to check you out. What follows does not take the place of seeing your own doctor, getting checked out, and making up a plan for improving your fitness in a safe and practical matter.

part is that each of these elements can be done in small steps. In fact, they *must* be done in an orderly step-by-step method. Before you know it, your first Novice season will be over and you will be looking forward to next year. Here is how to do it.

In the Beginning

Once you have committed to *doing*

In fact, you have to do this to go to the gym safely. Just about every day in an emergency room in Chicago, I take care of 40-year-olds who deck out watching TV, shoveling snow and making love. Lots of things change as you get older, and you owe it to yourself to become healthier; and after that, you want to build strength, flexibility and most of all, endurance. It gets really hot in Georgia in the summer time, particularly inside a leather racing suit.

You need to ask your doctor to give you advice about training. (If he is overweight and thinks this is not a good idea, change doctors). He may want you to be tested at least for your cardiovascular status (stress test, EKG) and will have ideas based on any current medical problems that are easy to handle at your office on a regular work

follow its advice. Start eating the right food. Dieting aimed at weight loss has no place in an active exercise program. You need the proper fuel. Eat it and use it. No matter what happens with the racebikes, do it the rest of your life. If you never compete in a single race, this will be something you can take with you. Pick something you like to do that makes you sweat. Mix it up. Have fun. You will sleep better, eat better, and in the end, race better. While you are at it, prep the bike.

The First Racebike

The problem of first racebike is at once easy, and hard. Bike choice is personal. Sometimes the racebike is the one you already own. Remember, the important thing is track time. Don't



James D. "J.D." Adams (599) pulls into the pits aboard the Tachyon Racing TL1000R.



The Tachyon Racing pit area, with a motorhome, a trailer, a canopy and a TL1000R on a piece of plywood in the grassy paddock at Roebling Road.

day, but which might pose a problem during exercise, e.g. diabetes, heart problems, asthma, or high blood pressure. In any case, your next stop is the gym, or the streets in your neighborhood for running, as well as a trip to pick up a couple of weights to use in your spare time. Don't plan to get fit quickly. Like endurance racing, the key is reliability and pace.

Start today. Start slowly. If it hurts, back off. If you are breathless, back off. Breathe through your nose clear into your abdomen. Do the stretching and the warm-ups. After 30 minutes to an hour, stop, shower off. Repeat: 3-5 times a week. If you feel crappy on an exercise day, skip it and rest. Listen to what your body is saying and

clean off your mantle for trophies, clean off your machine. Begin by taking everything off and looking for what needs fixing. Start a search for a primary supplier of parts. If you are lucky, you may live in a town where the shop is involved in racing. In any case, buy something there; you will need a lot of oil and fresh brake fluid, help keep him in business. You may need him some Monday morning with four days before you leave for the next race. Support your local dealer, but read the ads, too. UPS can appear with a needed part before Thursday, too! If the local shop is where you go for service anyway, you probably already know your mechanic.

.....
continued on page 34

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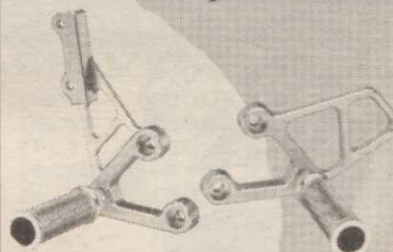
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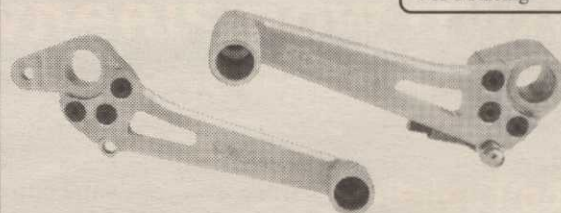
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Middle Aged

continued from page 33

Tell him your plans and tell him you want the bike to be reliable. You are counting on him.

Buy the books and learn the questions. Buy the service manual for your particular bike. Start buying some tools. Begin your preparation and education by taking things apart and putting them back together again. Read Sam Fleming's piece in *Roadracing World* (January, 1998) about race bodywork and order some of that, too. Get out all the RW issues that got you into this project and cut out the articles on sensible racebike preparation by Max McAllister that have been published over the past three years.

The basic rule of racebikes for beginners is reliability. Track time is how

on a racebike. After the day or week-end, they realize this is not for them. This is not a waste, it is a wise decision. Life is short. Doing something you don't enjoy is not the way to spend your second 40 years. More important, it is a *real* decision. You made a commitment. You did your work, you actually tried it. Most people just talk and make excuses. But if you find that you don't like the sensations of riding fast, this is the best place to find out. No one will ever take away the fact that you were there. You were doer, not a talker. If you find you *do* like it, well, there goes the summer.

When you return home, the next level begins. By now you have astounded your friends. Generally, comments are most commonly related to being crazy or worse. The less kind will mouth the media cliché talk about male menopause. But you will hear other



The members of Tachyon Racing, (from left) James D. Adams, Dr. James R. Adams, and Justin Adams.

you learn to race. Money spent on fancy parts or tuning, or improving performance is money down the drain. It would be better to do two race schools than pop for expensive parts. You will be faster at the end, and if your bike is well-maintained, it will be all that you need for the first year. You want your bike to run all season as you learn. And there is plenty to learn.

Race School—Ignorance IS Bliss

Race school is wonderful. It was the first time in many years where I wasn't expected to know all the answers. I didn't have to act smart, didn't have to show my stuff. I wallowed in the luxury of being ignorant again. The open mind is receptive. The instructors have seen all types of folks come through their school, so don't try to prove anything to them except that you are working hard and trying to listen.

Going around Laguna Seca for two days was like a miracle. It was better than a dream come true, because I had the satisfaction of having gotten there on my own. The chance to run that course was enough to justify everything I had done to get there. It didn't rain until we were on our way out of the infield at the end of the second day.

Race school clarifies a lot of issues. For some it may save lots of time and lots of money. I am sure that some people learn that they have no business

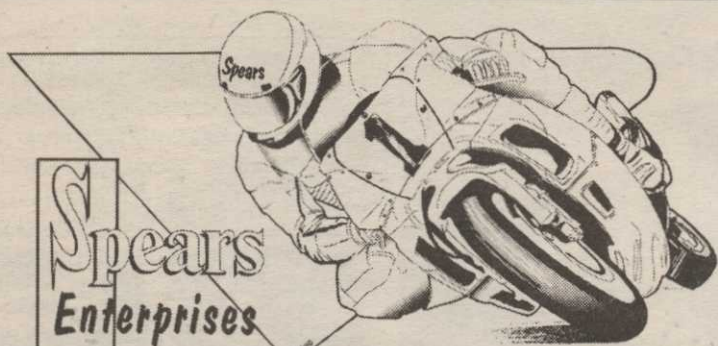
statements, too. Good people will say, "Great. I think I will..." and fill in their dream. Some folks, even older, will smile and say, "I wish I had done something like that."

The details of the specific work of racing and how to get your equipment organized has been written on these pages before. Read all your back issues. Stay faithful at the gym, your fitness is going to be crucial to your enjoyment, and essential to your learning on the track. Then one day, usually a Thursday night, you will be on your way to the track. On your way to a real race, with your bike, for the first time. Enjoy every minute. The whole trip offers something. Travel, seeing new places, meeting people with the same attitudes and interests, they all combine to make for a total experience that makes being a tourist just looking at the sites seem lame.

Learning Racing

I think one advantage of being an older Novice is that you probably have a good idea, a personal one, about why you are doing it. Sometime after 30, peer group pressure seems to begin to fade. One is less likely to follow fads. You make choices based on a growing awareness of the importance of spending the time you have left, doing worthwhile things.

At once, critics will scoff and say

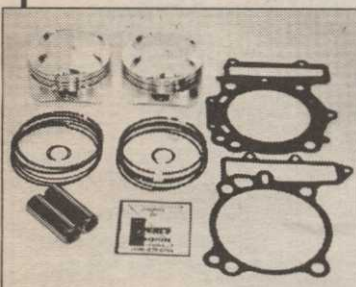


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that motorcycle racing is not "worth-while". Ah, but what do they know? The worthwhile things in life are those that seize our interest, take our energy, and keep us focused and occupied. And all the time, these activities provide a wonderful energy and purpose to living. It has been shown that almost anything can grip the imagination. That is what one should do, as soon as it occurs. For me, it was the human and mechanical appeal of sportbikes doing exactly what they were designed to do: Go around a racetrack as efficiently as possible. Probably no one reading this magazine will disagree that racebikes are about as elegant in their applied engineering as any internal-combustion machine can become. They are beautiful to look at, to listen to, and to work on. Better yet, the physical sensation that occurs at the end of a main straight as you reach the braking point is hard to beat. But on the first day, it is not necessarily quite perfect.

It is amazing how the mind can go blank and months of reading and race school learning can disappear the first time the rev limiter makes the bike stumble at the end of a long straight! I had never experienced that stutter feeling at that velocity before. By the end of my session of practice, I had also sampled hyperventilation, forearm pump, and had been passed more closely and quickly than ever before. Ah, a lesson called humility. But who is thinking? Breathing and getting slowed down seemed to be fighting for first place on my attention scale. All the stuff I had thought about smoothness, looking far ahead, seeing past the turn-in point and the apex vanished. Rocky time indeed! I had discovered something new. The second plateau.

As it turns out, you decide to race twice: First, making the decision to try, and second, sometime during that first unbelievable weekend. As Kevin Cameron puts it, the constant question: "Are you in, or are you out?"

At the time, it wasn't a pleasant feeling. At the same time it was a new feeling. I couldn't remember ever doubting myself in quite this way ever before in my entire life. None of the books I had read mentioned it (or maybe I missed it). I had practiced my trade for many years and grown used to feeling as if I knew what I was doing. Gradually I realized this was a measure of this sort of intense activity. It came with the territory. It was part of the program! It provided perspectives that you never dreamed of, hence its richness.

I was awake when the sun came up the next day. The bike was the same, I felt the same, but I went out. And there it was. The track, the braking points, where to turn in, and where the throttle would come on. I still got passed, but things were beginning to fit together. I had become the last-place guy I had seen at that first race I had spectated at. I was smiling, feeling better, and realizing, that sure enough, we had begun.

As each successive race weekend came and went, we learned more and more. We met new people, laughed alot. Worked on the bike, and watched the sun go down all over the eastern half of the country. Now another season is here. See you at the track. Come and join us. There are lots of laps still to be run.

RW

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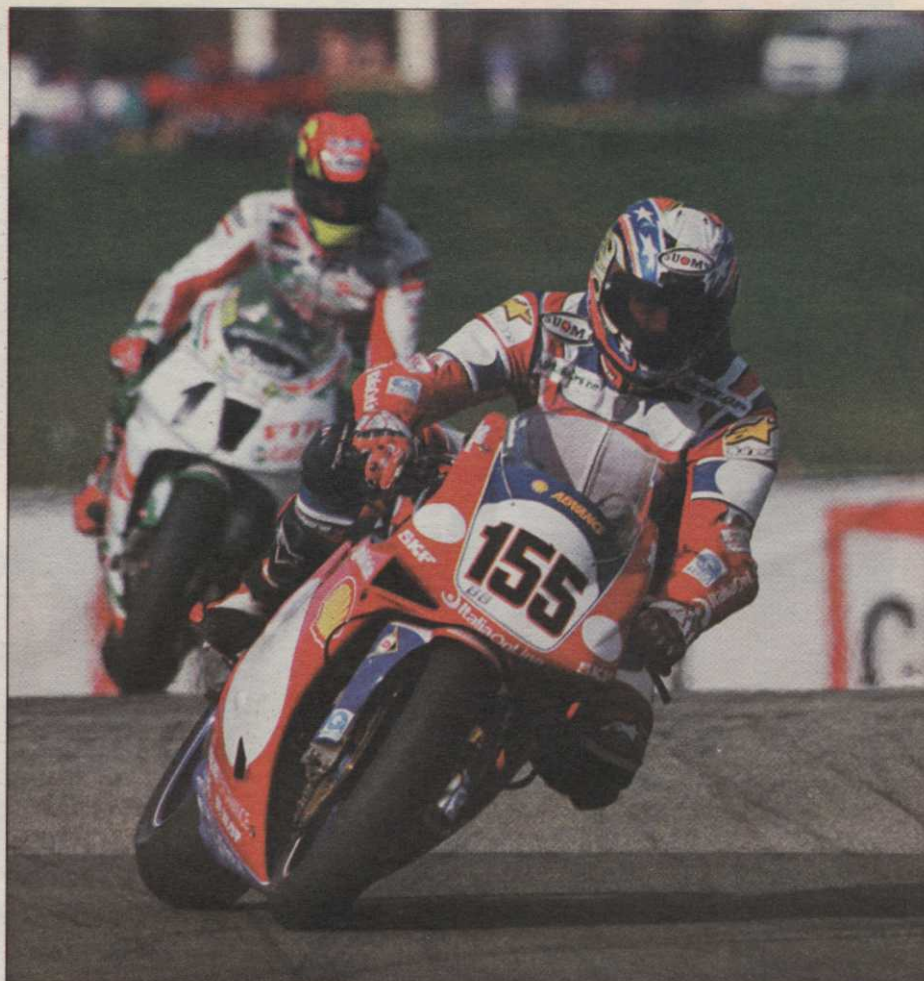
Edwards And Bostrom Win In South Africa

By Glenn LeSanto

Colin Edwards and Ben Bostrom took a win apiece to make it two for the U.S. in the South African round of the Superbike World Championship series, held in Kyalami. Edwards might have had two wins for himself if it hadn't been for an engine failure just after he'd taken the lead in race two. Despite their victories, the American pair still trail Australians Troy Corser, who leads the Championship, and Troy Bayliss, who's second in series points. Bayliss has yet to win a race this season, but consistency (and reliability) count for a lot in racing.

Bostrom and his L&M Ducati had looked on-form for a win all weekend, having finished fastest in both qualifying sessions and Saturday's Superpole. Pier-Francesco Chili was second in Friday's session but was unable to turn his early speed on the GSX-R750 Suzuki into results come race day, finishing sixth and eighth on Sunday. Troy Corser took the Axo Aprilia to a lowly (for him) sixth on Friday, mainly as a result of being struck down with severe food poisoning early in the week. He'd become so dehydrated that he'd been placed on an IV drip on Thursday in an attempt to get him fit to race. His second place on Saturday proved that he'd left the problem behind (literally!).

Edwards was also in fine form during qualifying, popping wheelies and



Ben Bostrom (155) leads Colin Edwards (1) in the second World Superbike race at Kyalami. Bostrom won, Edwards DNF. Photo by Yves Jamotte/Sports Photography.

stoppies during qualifying to the delight of the South African spectators. But it wasn't all fooling around; he was third-fastest in both qualifying sessions.

Superpole lived up to its reputation, providing plenty of excitement as usual, and it was Bostrom who came out on top after a stunning 1:41.689 lap which saw the American laying rubber on the exits of almost all the African circuit's turns. Bayliss used his Infotrada Ducati to also put in a sub-1:42 lap to take second place on the grid, with Edwards and Corser completing the front row. Edwards' time through the first two splits was impressive, and might have seen him on pole if he hadn't been, as he put it, "kinda sluggish through the last part of the lap." Britain's Neil Hodgson did enough to put his GSE Ducati into fifth slot, with Tadayuki Okada, Chili and Akira Yanagawa completing the second row. Suzuki's misery was compounded when Stephane Chambon's GSX-R750 broke down during his fast lap.



Troy Bayliss (21) chases Colin Edwards (1) in the first World Superbike race at Kyalami. Edwards won with Bayliss second. Photo by Yves Jamotte/Sports Photography.

Speaking after the Superpole session, Bostrom was obviously very happy with his performance. "That's my first Superpole win and it'll be one of many," said Bostrom. "I just put my head down and got on with the job. Sometimes it's not easy to know if you've ridden a fast lap so I was pleased when I saw my time." Bostrom seemed to have been enjoying himself all weekend so far, and he picked out a particular corner for praise. "I really like Westbank Corner, it reminds me of the Corkscrew (at Laguna Seca). On the gearing we're running here I have to bang it down two gears for the approach, which is blind. That gets the rear end sliding

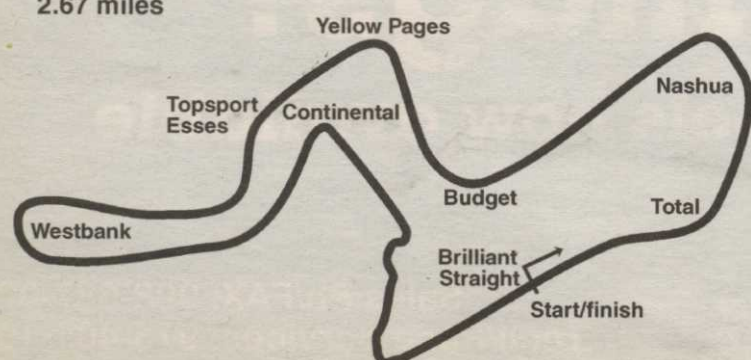
which kinda pumps me up for the rest of the lap!" The corner has a blind downhill approach and then a double-apex turn. When asked if he would still be riding through Westbank like that during Sunday's races Bostrom simply replied, "I'll be putting up a show on Sunday."

Edwards seemed happy with second place on the grid, "I tried a qualifying tire with a different profile in the last five minutes of free practice (just before Superpole) and it worked well," explained Edwards, "so we used it for Superpole and the bike felt really good. I had no problems with the bike but I was a bit less aggressive than I could have been around the last part of the lap - but I am walking, talking and on the front row, and that's good enough for me."

Corser speculated that the Michelin riders, including Edwards, were possibly using a dual compound tire. "I know they have them," commented Corser, "and I looked at Edwards' tire after qualifying and it was evenly worn, whereas mine was worn more on the left than the right." This was denied by Michelin's press officer, who admitted that they'd had such a tire but didn't agree that it was required for Kyalami. "We might bring it out for Phillip Island, look for a yellow line down one side of the tire when it's new, then you know it's dual compound."

All the top riders knew that a good

Kyalami
2.67 miles



look settled and the back end was constantly sliding under power. This must have been costing him time, and soon Yanagawa and Chili were able to get past the British Superbike Champion. The reason for Hodgson's sliding became apparent later in the race on lap 12 when he was black-flagged for an oil leak—his bike's oil cooler had a slight split and had been spraying out an

oil mist.

Meanwhile, at the front of the race the four leading guys were sorting themselves out with Edwards carving his way through into the lead. Bayliss hung on but soon slipped back to over a second off Edwards. Corser was even further back; he'd completely lost Bayliss' tow and was himself under pressure from Bostrom.



Colin Edwards and Troy Bayliss chase leader Ben Bostrom early in the second World Superbike race at Kyalami. Photo by Yves Jamotte/Sports Photography.

As the race wore on Edwards could be seen controlling the race from the front—each time Bayliss started to close up, Edwards simply stepped up the pace to maintain a gap of between 1.0 and 1.5 seconds. At just over half distance it looked like little was going to stop the Texas Tornado.

Further down the field Yanagawa was still holding onto his fifth place. Chili, back in sixth, had lost sight of the green Kawasaki and was running a lonely race ahead of Lavilla and Laconi, who were running perhaps the closest race in the top 10. The overall race had developed into a procession, with at least a second, usually more, between most of the front 10. Corser and Bostrom looked close enough to provide the fans with a fight to watch; they were separated by about half-a-second. Bostrom was laying rubber all through the faster turns in an attempt to force his way onto the podium.

Things hadn't turned out right for the GSE Ducati team. Hodgson had retired by lap 12 and James Toseland had been pulled in for a stop-and-go penalty after jumping the start. Toseland rejoined the race in 27th place and showed both his talent and determination to haul his way back up to 14th, despite racing with a damaged back muscle, which he credited to glancing over his shoulder during qualifying. Toseland passed two riders, Lucio Pedercini and Marco Borciani, on the last lap.

Edwards' pre-race prediction that he could "run all day" in the 1:43s was

proving right, and keeping up that pace was handing Edwards the race. Behind him Bayliss was dropping back into the 1:44s, allowing Edwards to slip away further into the lead. By lap 20 of 25 Edwards had stretched his advantage to over two seconds. Behind them Corser had responded to pressure by Bostrom and eased out the gap to more than a second. It looked like Bostrom would have to settle for fourth and miss a second visit to the podium this year.

Further down the field it was the turn of Lavilla and Laconi to provide some action for the cameras. Laconi had caught Lavilla in the late stages of the race and the pair began trading paint as they fought for seventh place. With three laps to go Laconi managed to get his Axo Aprilia onto the inside and looked set to pass Lavilla on the Kawasaki but the Spaniard held him off and Laconi was forced to back off. Laconi wasn't giving up and on the last lap he was right there on Lavilla's back wheel again as he set himself up for a last-ditch attempt at gaining one extra place and some valuable Championship points.

Out in front it was no change with Edwards cruising home to his first win in 2001. Bayliss came in second followed by Corser and then Bostrom. Yanagawa was next home in fifth with Chili sixth. While Edwards and Bayliss

.....
continued on page 38

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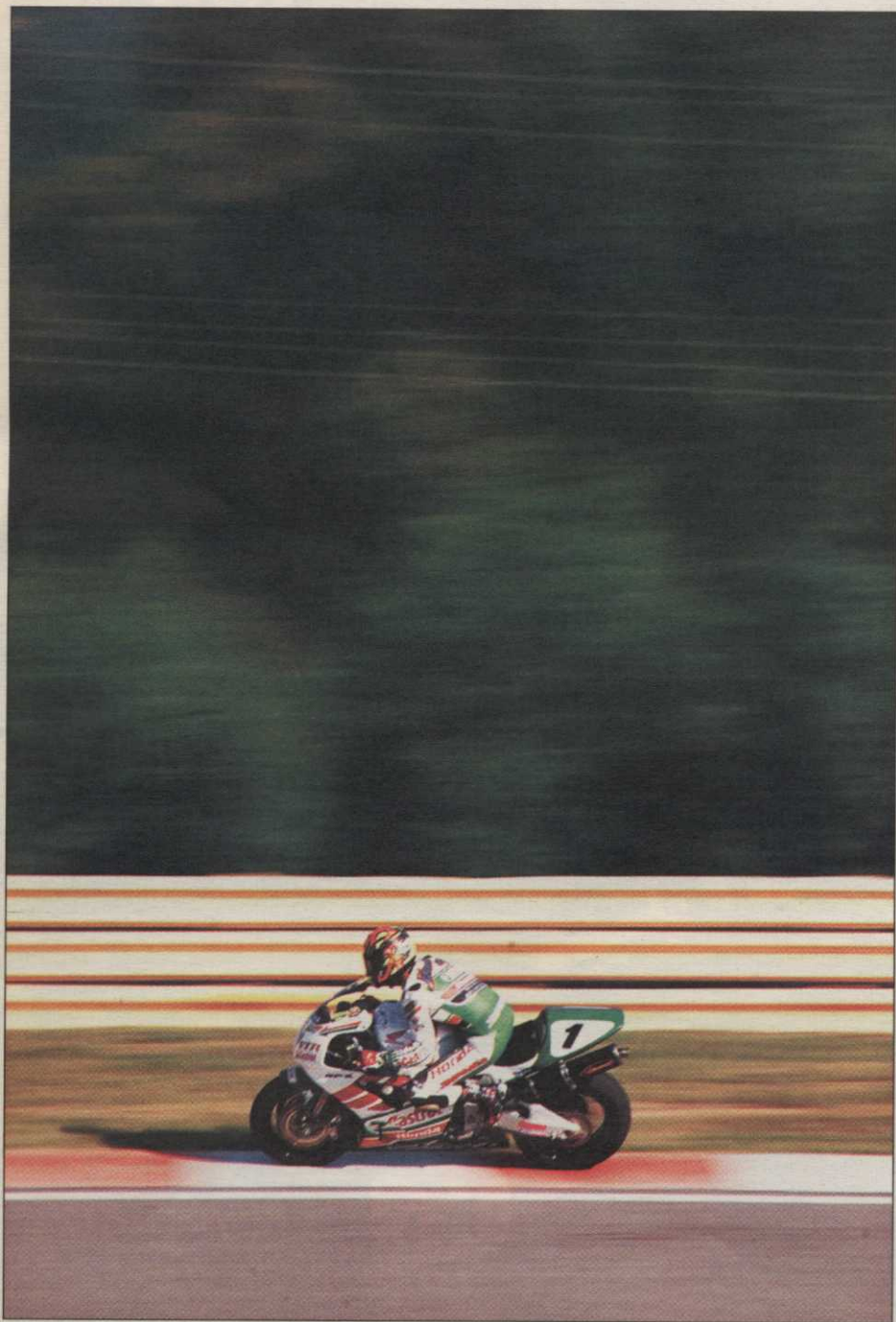
shook hands and wheeled for the crowd, Laconi had one last attempt to grab that place from Lavilla on the final bend. However Lavilla seemed to have the better drive coming off the last turn and held onto seventh. Xaus and then Chambon came in to complete the top 10. Okada's misery continued; he managed only five laps before another "electrical failure" left his Castrol Honda dead at the side of the track.

Bostrom wasn't a happy man after the race, despite his fourth-place run. The reason he'd had to yield to Corser in the race turned out to be down to his set-up and suspension, and Bostrom's rear shock was replaced for race two.

"It looks like I'm going to be in the papers here on Monday for the right



Ben Bostrom (155) celebrates his Superbike win at Kyalami. Photo by Yves Jamotte/Sports Photography.



Colin Edwards streaks onto a straightaway at Kyalami, en route to his first-race win. Photo by Yves Jamotte/Sports Photography.

reason now," joked Edwards (see SB Notes). "I didn't get the start I wanted, it wasn't too bad I guess, as I was in third coming out of the first turn. I got by Troy Corser but it took me a little longer to line up Bayliss."

"I tried as hard as I could," said Bayliss. "The bike was running well but with 15 laps still to go the rear tire just spun every time I opened the throttle, so there was no way I could catch

Edwards."

"I'm happy to be on the podium," commented Corser. "I haven't done as much testing here as some of the guys so third's no bad result. I tried to take it a little easy early in the race to save a bit of tire to reel them in at the end, but it was too late, they'd gone."

"The machine and tires were fine and I knew I could make my move when I wanted and get closer to the front of the race," said Okada. "Then the machine

started cutting out. I tried to continue but it would have been impossible to finish the race. I'm disappointed for the team's sake, they work so hard for me but I know success will come our way." There have been unconfirmed reports that hollowed-out cranks fitted to the Castrol Hondas to reduce reciprocating mass have been failing. But HRC engineers are remaining tight-lipped about their woes.

In race two the same protagonists made their way to the front on the first lap. Bostrom made up for his frustration in Race One by taking the holeshot, then led for nearly all the race. Edwards got his Castrol Honda ahead for a short while after an unbelievably close pass inside Bostrom, but machine failure robbed Edwards of a



Ben Bostrom on the podium, spraying champagne after winning the second World Superbike race at Kyalami. Photo by Yves Jamotte/Sports Photography.

possible double victory only moments after he took the lead. Bostrom took full advantage of Edwards' misfortune to record his first Superbike win of the season—the second in his Superbike career. Bostrom celebrated by crossing the line pulling an almost vertical wheelie!

Bayliss had followed Bostrom into the first corner, only to be taken momentarily by Corser. Edwards was next to squeeze past Bayliss, and then the Texan put it up the inside of Corser, but the Australian banged the door shut on the reigning World Champion. Edwards was having none of it, and made his pass stick in the very next turn. The Texan then set about catching Bostrom, who made it hard work for Edwards despite suffering rear wheel chatter for the entire race distance. But just as Edwards finally managed to get by the hard riding Bostrom it all went wrong and Edwards suddenly slowed, allowing Bostrom to move right back in front again. Whatever had gone wrong with Edwards' Honda was terminal and he coasted slowly back to the pits. The pit lane garage door came down as soon as the Texan was in.

After the race Bostrom admitted that Edwards had came out of nowhere; "He gave me a fright as he passed me, that was a hell of a move. I wish he'd stayed in though, it would have been a great fight to the flag!"

Although now out on his own in front, Bostrom continued to provide plenty of entertainment for the crowd as he slid his Ducati around the hot Kyalami track. After the race he said that his bike was set up to slide, telling reporters "I don't know if that's good or bad, but it worked and it motivates me, it's kinda like being back on the dirt tracks."

Bayliss hung onto second for the rest of the race. He put in a charge in an attempt to catch Bostrom but the American was by now over two seconds ahead. Corser, who had lost contact with Bayliss, had a lonely race, finishing third, and Neil Hodgson made it all V-Twins in the top four, bringing his GSE Ducati home for fourth.

There might well have been a four-cylinder bike in the running had it not been for Akira Yanagawa's get-off on lap two. The Kawasaki rider ran wide onto the gravel and looked like he was going to keep it upright. But with the tire wall rapidly approaching the likeable Japanese racer was forced to try and turn and was flipped over the bars. He remounted but retired at the end of the lap. His fellow Japanese Okada looked likely to catch the leading trio, lying fourth and lapping quicker than any other rider when he again pulled into the pits to record his fourth DNF in four starts. The Castrol Honda rider must be starting to wonder what he has to do to finish a race in the WSB series! Honda officials made no comment as to the problem suffered with Okada's bike.

The two third places were enough for Corser. "The tires were struggling for grip all through the race," explained Corser, "but I'm on the podium so I'm reasonably happy. There were a few spots of rain at the start of the race and I wouldn't have minded a wet race to even things up. We didn't make any changes from the first race set-up, we stayed with the problems we knew instead of creating new ones."

The two second-place finishes mean Bayliss is second in the title as the series goes to Australia. "The second race was a fair bit faster than the third," said Bayliss. "I did all I could do but it wasn't enough to win the race. I can't complain but I'd like to win some races!"

Ben Bostrom was glad to be back on the rostrum for his first WSB win since he won at Laguna Seca as a wild card. "I'm happy to be in here, it was handed to me I guess, Colin really smoked me with that pass, I was really angry that I'd let him past and I was looking for a place to really ream him. I thought he'd missed a gear when I got past him again and then saw a plus two board. I looked back and all I could see was Troy, then I saw Edwards at the side of the track so I knew he had a problem. After the first race we weren't too happy and the team were all scratching their heads for a solution. We made some changes to the gearing and the set-up during the break. The changes we made before the race were a bit of a gamble but it paid off, I had a lot more grip."

Edwards had predicted two wins for America before the race but what he meant was two wins for him. Bostrom and the Honda gremlins had different ideas and Bostrom left Kyalami with

a grin on his face. Like Edwards, Bostrom says he loves South Africa and added that he planned to stay on for a week-long vacation. **RW**

RESULTS

SUPERBIKE WORLD CHAMPIONSHIP RACE ONE: 1. Colin Edwards, USA (Hon RC51 VTR1000SP-2), 43:17.222, 91.795 mph; 2. Troy Bayliss, Australia (Duc 996R), 43:19.070; 3. Troy Corser, Australia (Apr RSV1000), 43:21.378; 4. Ben Bostrom, USA (Duc 996R), 43:26.990; 5. Akira Yanagawa, Japan (Kaw ZX-7RR), 43:30.728; 6. Pierfrancesco Chili, Italy (Suz GSX-R750), 43:49.921; 7. Gregorio Lavilla, Spain (Kaw ZX-7RR), 43:52.474; 8. Regis Laconi, France (Aprilia RSV1000), 43:49.921; 9. Ruben Xaus, Spain (Duc 996R), 43:59.178; 10. Stephane Chambon, France (Suz GSX-R750), 44:06.943; 11. Giovanni Bussei, Italy (Duc 996RS), 44:08.725; 12. Broc Parkes, Australia (Duc 996RS), 44:10.640; 13. Robert Ulm, Austria (Duc 996RS), 44:21.463; 14. James Toseland, Great Britain (Duc 996RS), 44:35.022; 15. Marco Borciani, Italy (Duc 996RS), 44:35.370; 16. Lucio Pedercini, Italy (Duc 996RS), 44:35.382; 17. Bertrand Stey, France (Hon RC51 VTR1000SP-2), 44:41.793; 18. Michele Malatesta, Italy (Kaw ZX-7RR), 44:50.316; 19. Steve Martin, Australia (Duc 996RS), 45:00.745; 20. Mauro Sanchini, Italy (Duc 996RS), 45:01.058; 25. Neil Hodgson, Great Britain (Duc 996RS), 11 laps, DNF, retired; 27. Tadayuki Okada, Japan (Hon RC51 VTR1000SP-2), 5 laps, DNF, entered pits. Race Distance, 25 laps, 66.226 miles; Race Time, 43 minutes, 17.222 seconds; Race Average Speed, 91.795 mph; Victory Margin, 1.848 seconds; Fastest Lap, Edwards, 1:43.101, 92.497 mph, Lap 6.

SUPERBIKE WORLD CHAMPIONSHIP RACE TWO: 1. Bostrom, 43:13.513, 91.926 mph; 2. Bayliss, 43:17.818; 3. Corser, 43:26.064; 4. Hodgson, 43:30.853; 5. Xaus, 43:31.747; 6. Laconi, 43:32.345; 7. Lavilla, 43:45.626; 8. Chili, 43:52.341; 9. Bussei, 43:57.195; 10. Chambon, 44:02.389; 11. Parkes, 44:16.202; 12. Ulm, 44:23.866; 13. Malatesta, 44:28.098; 14. Pedercini, 44:29.909; 15. Stey, 44:32.629; 16. Sanchini, 44:34.067; 17. Martin, 44:45.992; 18. Borciani, 24 laps; 19. Toseland, 17 laps, DNF, retired; 20. Edwards, 15 laps, DNF, mechanical; 23. Okada, 7 laps, DNF, retired; 26. Yanagawa, 1 lap, DNF, crashed. Race Distance, 25 laps, 66.226 miles; Race Time, 43 minutes, 13.513 seconds; Race Average Speed, 91.926 mph; Victory Margin, 4.305 seconds; Fastest Lap, Bostrom, 1:49.928, 92.652 mph, Lap 10.

SUPERBIKE WORLD CHAMPIONSHIP QUALIFYING: 1. Bostrom, 1:42.089, 93.414 mph; 2. Corser, 1:42.277; 3. Edwards, 1:42.682; 4. Hodgson, 1:42.723; 5. Laconi, 1:42.804; 6. Chili, 1:42.949; 7. Okada, 1:42.977; 8. Yanagawa, 1:43.038; 9. Bayliss, 1:43.047; 10. Xaus, 1:43.137; 11. Chambon, 1:43.146; 12. Lavilla, 1:43.330; 13. Bussei, 1:43.867; 14. Toseland, 1:43.909; 15. Parkes, 1:43.927; 16. Borciani, 1:43.993; 17. Ulm, 1:44.331; 18. Pedercini, 1:45.055; 19. Sanchini, 1:45.103; 20. Martin, 1:45.265.

SUPERBIKE WORLD CHAMPIONSHIP SUPERPOLE: 1. Bostrom, 1:41.689, 93.781 mph; 2. Bayliss, 1:41.918; 3. Edwards, 1:42.199; 4. Corser, 1:42.249; 5. Hodgson, 1:42.606; 6. Okada, 1:42.789; 7. Chili, 1:42.802; 8. Yanagawa, 1:43.011; 9. Laconi, 1:43.065; 10. Xaus, 1:43.143; 11. Lavilla, 1:43.314; 12. Bussei, 1:43.328; 13. Parkes, 1:43.963; 14. Toseland, 1:44.008; 15. Borciani, 1:44.837.

SUPERBIKE WORLD CHAMPIONSHIP POINT STANDINGS (After 4 of 26 races, all 26 count): 1. Corser, 82 points; 2. Bayliss, 80 points; 3. Bostrom, 54 points; 4. Edwards, 48 points; 5. Lavilla, 45 points; 6. Chili, 36 points; 7. Laconi, 31 points; 8. Yanagawa, 29 points; 9. Xaus, 26 points; 10. TIE, Hodgson/Chambon, 24 points.

Kyalami SB Notes



Edwards Says Misquote Led To Uproar In Local Newspaper

Colin Edwards was the subject of controversy after an interview in a South African newspaper, The Satur-

continued on page 40

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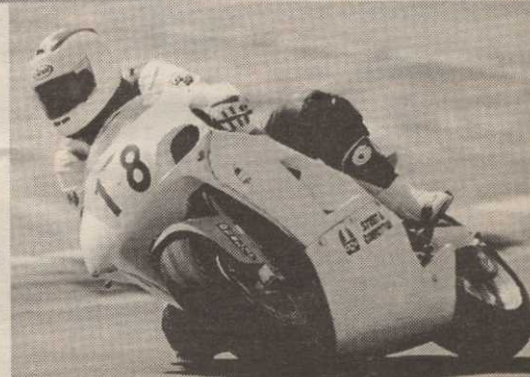
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day Star, claimed Edwards had said he would consider living in South Africa but only if "a few townships were nuked first". Townships are the communities in South African urban areas that house most of the indigenous black population. The quote was later flatly denied by Edwards, who said he was "deeply disappointed with the affair, especially in a country I love and thoroughly enjoy racing in. I have loads of black friends back home in America, I am not a racist and have no time for anyone that is."

After the Suppole session on Saturday Edwards was adamant that he didn't make such a comment and



A local newspaper reporter quoted Superbike World Champion Colin Edwards as saying he'd like to see a few townships nuked, and Edwards was labeled a racist. Edwards said he was misquoted. Photo by Yves Jamotte/Sports Photography.

was obviously angry. "It really pisses me off that the bitch (Peta Krost, the female journalist who wrote the article in question) has written a thing like that. I'm used to being misquoted but I can't even kill a spider in my bathroom let alone a whole bunch of people. But that's the media for you—f-k 'em!" He hastened to explain that by 'media' he meant non-motorcycle press. "You guys are great, I know I can talk to you and you'll report what I say, not what you wanted me to say. I think this woman just wrote what she hoped I would say to get herself a story."

After a meeting involving Edwards, Castrol Honda's Neil Tuxworth, Superbike International President Paolo Flammini, FIM President Francesco Zerbi and event promotor AA Racing's Executive Director Selwyn Nathan, FIM officials later issued a statement saying they were satisfied with Edwards' explanation of the situation.

According to the FIM statement, "The article added the statement by Edwards 'popped out presumably because he was under the impression, after seven visits since 1996, that all white South Africans shared his views.'"

Bostrom Credits Some Of His Success To Rock Climbing Training

Ben Bostrom puts much of his suc-

cess down to rock climbing. He says the challenge provided by scaling a vertical chunk of rock is similar to those challenges found in racing. "When you are three-quarters of the way up a rock and you're exhausted, you dig deep," said Bostrom. "The same goes for rac-



Paolo Flammini and Francesco Zerbi in South Africa, offering words of support for the Superbike World Championship. Photo by Yves Jamotte/Sports Photography.

ing. Towards the end of a Superbike race the feeling is much the same, so I dig deep to find that extra something from within to finish the race strongly."

Bostrom ran in South African with large white ovals where his bike and leathers would usually carry L&M logos, due to recent legislation restriction tobacco promotion in the country.

Hollow Cranks Rumored To Be The Key To Honda Failures

There are all sorts of rumors flying around about HRC's recent RC51 reliability problems, including one that the cranks are hollow and they keep breaking. Castrol Honda's Neil Tuxworth won't admit that but did say that the problems at Valencia and Kyalami were the same and said they were "material related."

Whatever the reasons, the breakdowns are already costing Honda officials face and they could cost Colin Edwards the Championship if they continue. As for Honda's Tadayuki Okada, the ex-GP man hasn't finished a World Superbike race yet.

Existing World Superbike Rules May Be Tuned To Help Fours Now, Instead Of Waiting For 2003 1000cc Displacement Change

Plans to allow 1000cc Inline Fours in World Superbike have been pushed back to at least 2003, but there may be some fine-tuning of existing rules to help the 750cc four-cylinder bikes cope with what seems to some like an overwhelming advantage enjoyed by the 1000 V-Twins. Former racer Harald Eckl, who runs the Kawasaki Superbike effort and favors some immediate relief for Inline Fours, said "We are not all playing with the same toys." But Castrol Honda's Neil Tuxworth, not surprisingly, thinks things are fine as they stand, and said "The existing rules didn't seem to stop Noriyuki Haga on the R7."

Asked about the controversy, SBK's Paulo Flammini said "We will have to keep the balance between two and four-cylinder machines under close control.

Whether this is done by air restrictors or by extra weight for the faster bikes is not really under discussion at this stage."

Kawasaki's Bus Crash

Kawasaki's weekend got off to a bad start when a truck running a stop light ran into the team bus in Johannesburg. One mechanic was injured and the bus was a write-off in the incident, which happened while the team was travelling from the hotel to the circuit for Saturday's qualifying session. Luckily both riders emerged unscathed.

World Superbike Is Here To Stay, But May Feature 1000cc Fours In the Future, Series And FIM Bosses Say

By Kel Edge

Speaking to reporters at Kyalami, SBK International President Paolo Flammini and FIM President Francesco Zerbi affirmed their commitment to the Superbike World Championship and sought to mollify fears that allowing four-strokes into Grand Prix racing will damage or destroy the Superbike Championship by ending factory team involvement. But Flammini admitted that format changes may be required, including allowing 1000cc four-cylinder machines. Flammini said that the promotional value of World Superbike will keep manufacturers in the series; this is despite the rift created when Flammini backed out of rules that would have required all World Superbike machines and parts to be homologated and for sale starting with the 2000 season. Those rules were designed to make race-bikes closer to production machines and to reduce the cost of racing for factory and private teams alike, and Japanese manufacturers endorsed them. But Flammini reneged on that promise when it was announced that Grand Prix racing would allow 990cc four-stroke machines starting in 2001, fearing a closer-to-production formula would make World Superbike less attractive than Grand Prix to the public.

"The Superbike World Championship is quite stable," said Flammini, whose company promotes the series and is owned by the Octagon Group. "We'll not have any dramatic changes—just evolution. I think that at the moment both Championships (Superbike and GP) are very good. Superbike has grown very well and maybe it could overtake GPs one day. The two series are both successful and can live together. The merger of Superbike and GPs would be a big mistake. We have 30 possible racing weekends, so if we merged we'd end up with 15 good weekends."

"The Octagon Group is very important and has the ability to buy a company like (GP promoters) Dorna, but they have no plans to do so at the moment. We continue to work to improve Superbike. We are spending more money on TV production this year and investing more for the future. Recently we signed a four-year deal with the BBC in Great Britain and that's good because it's terrestrial TV. We are also negotiating with an Italian company and I

may have some good news soon. I can tell you that TV coverage of Superbikes will grow significantly in the next few years. Octagon will help more with marketing and advertising. In Superbike, the manufacturers' presence is a consequence of what we put at their disposal—it's highly effective. At this moment, Superbike gives the manufacturers a way of selling their bikes. The Open Paddock and Paddock Show is good for fans and clients and is an emotional environment. What is seen on the track is directly related to what can be bought.

"We are always looking at ways for people to go racing at less cost, but this is not so easy to do. We are aware though that the 750cc class is not really commercially viable. Our idea is to have a class that could be, say, 1000cc across the board. We probably will have to have 1000cc at all levels and maybe this will happen for 2003—but not before. We want to keep the 1000cc V-Twins competitive, though, so we may need to think about air restrictors or some other technical solution for the four-cylinder bikes.

"My personal opinion is that the current Superbike rules are good and the bikes are sophisticated and maybe we can bring the Superbike rules nearer the market. We have a contract up to 2011 for a production-based class and we will continue to improve what we have got now. We will not change the race day format. The current schedule is good, I think, and we'll continue with two Superbike races on the day.

"In Supersport we recognize that tires are now a big issue and we are having discussions about what to do—but the bottom line is that we don't really want to block development. At the moment Supersport has less rounds than Superbikes and I don't feel that is a problem, but the future plan is for Superbike and Supersport to have the same calendars.

"We have lots of venues who want to hold a Superbike event. We are looking at tracks in Malaysia, China and Korea at the moment as well as France. Austria would like to have us back and there's also a chance of maybe a second round in USA.

"But we want to keep the Championship to a maximum of 14 rounds—I think it's enough, especially when you consider that the Superbike riders have two races at each event! I don't want to kill some (privateer) teams by putting in lots more rounds.

"As regarding GP1, everybody thinks that we should be afraid, but maybe they are the ones who are a little afraid of the future. The GP1 class is going to be very, very expensive and I can see a day when maybe there will be only eight to 10 bikes on the grid. If there is a mixture of GP1 1000cc four-strokes and two-strokes then the class could lose its identity. The GP1 bikes will have to have a completely different look to road-going bikes and Superbikes and I'm not sure how that will work. We are in times of change, but we are happy with Superbike and I am confident that our future is bright," Flammini said.

Zerbi largely agreed with Flammini, and said "We have two good Championships: One is a prototype class and the other is a class derived from production bikes. The prototypes are nor-

mally two-strokes, but as you know that will change in the near future and prototype four-strokes will be racing. At the moment two-strokes are not in particularly good according to the manufacturers. So, the FIM is helping the manufacturers to draw up a four-stroke concept.

"Prototype is a class where solutions to problems can be invented. These solutions need a lot of testing, which of course costs a lot of money. The prototype class must invent solutions, but I strongly feel that this will not be at the expense of Superbikes. The two Championships will have two separate lines and I believe that manufacturers need to enter both classes.

"To date we've had four meetings with manufacturers and three of them have been with top-level engineers, but they don't necessarily have the power to dictate terms. That is down to the most important set of people—the decision makers!

"I'm in Kyalami because we want to give a signal that we are interested in the developing countries. In Europe we are, say, 280 million people and we are probably at the top end of what can be developed, but there's billions in India, China and Korea, etc. and I believe that it's in these types of countries where motorcycles will be developed, because their potential market is so much greater. Already, most—if not all—of these countries are building racetracks and I hope to have a meeting like this with foreign journalists in China in two years.

"I tell manufacturers that the amount they spend on promotional exercises costs them very little. It's true that the development costs of making a four-stroke GP1 bike will be a lot more than a two-stroke. I believe that once the GP1 four-strokes come in fully, then small privateer teams will disappear. But, I think that there will be about 20 bikes on the GP1 grid in the future.

"The big manufacturers must do their best in GPs and Superbikes. They will find the budget to be in both, because I don't think that they can afford not to be. At the moment there are no plans or a time limit as to when the two-strokes will go, and there are no plans regarding 250cc and 125cc two-strokes leaving.

"I'm asked about GP1 bikes, with 200+ horsepower and the problems caused at high speed with the tires. The bikes will go faster for sure, but it doesn't mean that it will be any more dangerous. We are working a lot on passive and active safety, so I don't think there'll be any problems. We (the FIM) are studying alongside the manufacturers ways to keep the two classes (GP and Superbike) separate and have different identities. It's not in our interest just to have one series and I'm confident that people will be able to tell the difference between the prototype class and Superbikes. I don't think that manufacturers who build GP1 bikes, will be a silhouette bike for the road—or one that can be used in Superbikes. People watch F1 and know that the Ferrari that Schumacher drives is not something that they can buy. I'm confident that people who watch GP1 will think the same. I don't see any problems there," concluded Zerbi.

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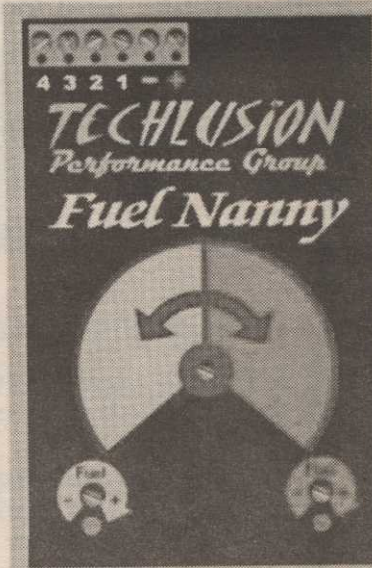
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Vesrah Suzuki Wins In Texas On GSX-R 1000

By David Swarts

Vesrah Suzuki's Mark Junge, Glenn Szarek and Chris Ulrich used a combination of Metzeler slick and DOT-labeled tires on a 2001 GSX-R1000 to win the opening round of the WERA/GMD Computrack National Endurance Series, a 6-hour event held on the 2.9-mile course at Texas World Speedway. Vesrah came from the second wave but led after a handful of laps and was never passed. The race was hosted by WERA's regional affiliate, RPM.

Team Pennzoil's Wade Buffington, Jamie Lane, Chris "Opie" Caylor and Scott Harwell finished second overall on a Suzuki GSX-R750 Superbike and Metzeler tires but couldn't match Vesrah Suzuki on the track or in the pits. Racersupply.com's Curry Justice, Shane Stoyko, Paul Mason and Larry Denning took third overall with a GSX-R1000 on Pirelli tires, for their best endurance finish ever. All of the top three teams ran Heavyweight Superbikes on Metzeler/Pirelli tires and used enlarged fuel tanks fabricated by two-time WERA National Endurance Champion Evan Semoff.

Loudoun Motorsports' Ken Snyder, John Jacobi and David Yaakov rode another Suzuki GSX-R750/Metzeler combination to take the Heavyweight Superstock class victory and fourth overall. Two-time class Champion Army Of Darkness (AOD) continued its winning ways in Mediumweight Superbike with a new, glossy black 2001 Suzuki GSX-R600 Superbike on Michelin slicks, ridden by Jim Williams, Sam Fleming and new recruit Brian Stokes. Team Clinton Cycles' William Lindsay, Ed Morgan and Joe Prussiano rode a Yamaha YZF-R6 on Metzeler tires to the Mediumweight Superstock class victory. Michael Robin and Chris Robin teamed as Robin's Roost on a Michelin Pilot-equipped Suzuki SV650 to win the new Lightweight Superbike class.

Five entries in Lightweight Superbike—all Suzuki SV650s—helped bring the grid total to a healthy 30 bikes despite Texas-based CMRA holding a race the same day at Motorsports Ranch, located just three hours away in Cresson, near Fort Worth.

New for the 2001, WERA endurance teams no longer are required to bring their own scorers. When WERA started using an AMB scoring system in 1999, each team was still required to provide a back-up scorer. Now teams can decide on their own whether or not to provide a scorer as a back-up. The catch is that if there is any problem with the electronic scoring system during the race, a team without a human scorer is completely out of luck, and teams were informed of this fact at the Texas World riders' meeting. During this race, that became an issue as the electronic scoring system crashed, just as it has many times in previous years, and teams without back-up scorers lost the three laps that it took to get the system back on-line. This turn of events had a direct effect on the outcome of the race for several teams battling for class wins.

Vesrah Suzuki had no such problems. When team owner and lead rider Mark Junge got word that he would receive Suzuki support to run the WERA endurance series in 2001, he recalled his wife, Nancy, from her duties as super scorer for AOD for their two past Championship seasons, signed up rid-

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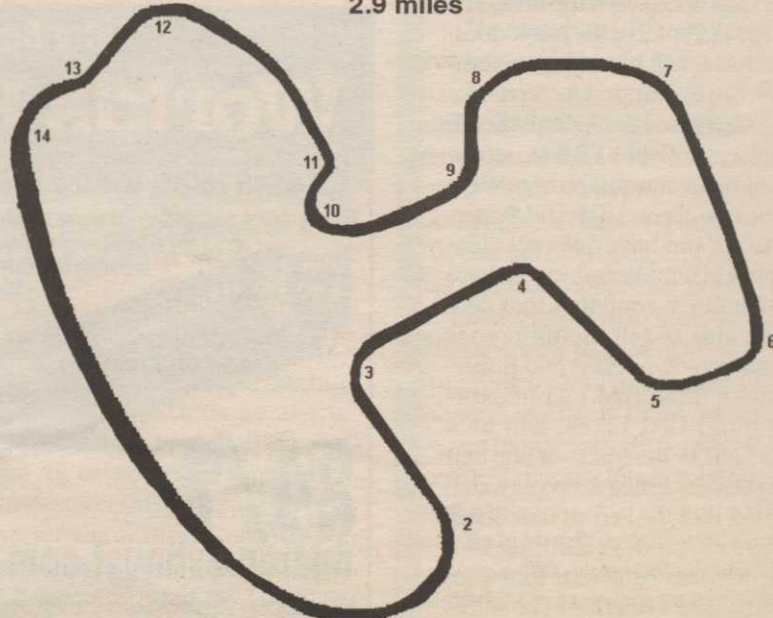
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Racersupply.com (7) leads the first lap of the WERA 6-hour at Texas World, pursued by Team Pennzoil (4), Army of Darkness (99), Loudoun Motorsports (19), Vesrah Racing (57) and the field. Photo by Jamie Guffey/Artistic Intensity Photography.



A few laps into the WERA 6-hour, Vesrah Racing's Mark Junge (57) has the lead ahead of Team Clinton Cycle's Joe Prussiano (145), Racersupply.com's Larry Denning (7) and Crash Clinic's Larry Locklear (41). Photo by Jamie Guffey/Artistic Intensity Photography.

ers Szarek and Ulrich (who had helped him win the 2000 24-hour race at Willow Springs), acquired the services of former endurance Champions SBR's Evan and Chris Semoff, and started working on quick-change systems. The results showed at Texas World.

When Starter Wesley Wiese threw the green flag twice in quick order, Vesrah's Junge and his 160+ horsepower GSX-R1000 came from second wave and started carving through the field. Junge dropped into the 1:48s quickly, had the lead in three laps and then steadily built that lead. Junge pitted on schedule at 1:16 on the race clock, and despite a problem with an electric impact gun (used to tighten the rear axle) that resulted in a slowish 44-second pit stop to refuel and change both wheels, Szarek left the pits still in first place over Pennzoil, Loudoun Motorsports, Racersupply.com and Bent Racing. Szarek nearly put Vesrah up a lap on the field in his stint, but pitted just before lapping Pennzoil. At 2:33, Ulrich roared out of Vesrah's pits with fuel and two new Metzellers after an impressive 20-second stop!

Pennzoil went a lap down when the team pitted soon after Vesrah. Taking over the controls of the Pennzoil Suzuki and regaining the track one lap and 10 seconds behind Ulrich, reigning National Endurance Champion Harwell started pushing, dropped into the 1:49s and slowly reeled in Ulrich, who had been instructed by his team to run 1:51s. When Harwell passed Ulrich and unlapped Pennzoil, Ulrich stayed on

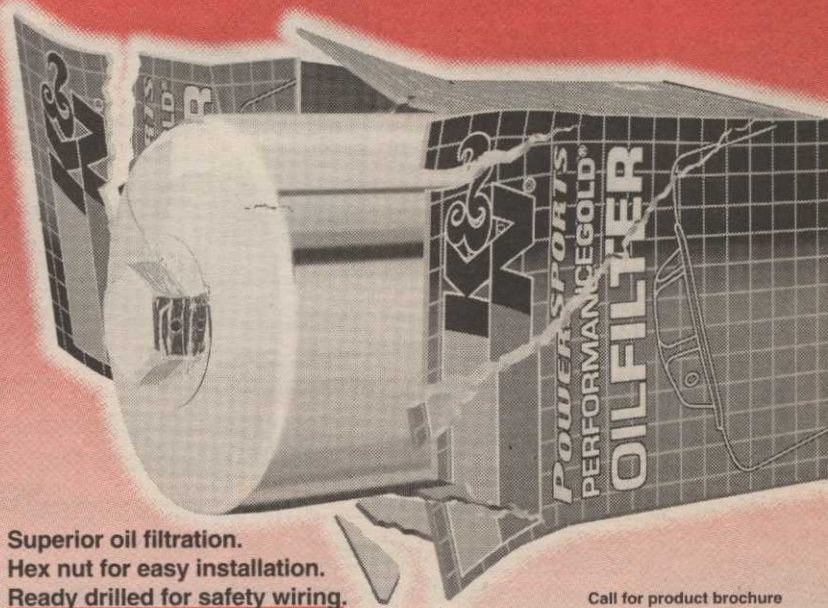
Harwell's tail with the pace dipping into the 1:48s. The two ran nose-to-tail until Harwell got a better break in traffic and pulled out several seconds just before Ulrich came in on schedule after an hour and 20 minutes on the bike. The Vesrah crew performed a 25-second two-tires-and-gas pit stop and sent Junge back out with over a minute lead on Pennzoil. During his second and last shift, Junge set the fastest lap of the race at 1:47.760 before Szarek brought Vesrah home with a 4-lap margin of victory.

When asked about his new Suzuki GSX-R1000, two-time National Endurance Champion Szarek said, "That thing is so awesome! It runs so good. It's so smooth. The chassis is good. Mark did an excellent job setting the thing up for us. I didn't even get on it until this morning, maybe rode five laps in practice, and the bike was just perfect. I didn't have any problems all day. Three riders with lap times within 1-2 seconds of each other all day. To have a bike set up so well for three different people that ride totally different, that's pretty good. And the crew did a great job—20-second pit stops for front and rear wheels, that's impressive stuff."

Pennzoil pitted on schedule to replace Harwell with Buffington and add fuel in 17 seconds at 4:19 on the race clock. Buffington struggled to get his lap times down and Vesrah went a lap up on Pennzoil again. Pennzoil reacted by calling Buffington in early

continued on page 44

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after just 39 minutes. Harwell got back on the fully re-fueled Pennzoil GSX-R750. Within a few slow laps, Harwell let the team know there was a problem by pointing at the front tire. "The front tire, it just wouldn't turn or nothing," Harwell told reporters later. "They brought me in and it turns out that the front tire was going flat. We just changed the front and rear and went back out to hold on to second place." Pennzoil pitted for two new tires and fuel in 53 seconds, a time too slow for a Superbike team looking for an overall win. Harwell got back on the Pennzoil bike to finish the race but could not make up the time the team had lost. Vesrah was now two laps up on Pennzoil and pulling away. Meanwhile, Racersupply.com had overtaken Loudoun Motorsports and had closed within two laps of Pennzoil.

Racersupply.com was fourth behind Loudoun Motorsports early-on, but Racersupply.com's big gas tank versus Loudoun's stock tank put Racersupply.com in third for good at Loudoun's first pit stop. Racersupply.com's riders were fast on the GSX-R1000, but



Mark Junge waits for the rear stand to come up before stepping off the Vesrah Racing GSX-R1000 during the team's first pit stop at Texas World. Photo by Jamie Guffey/Artistic Intensity Photography.

all trophy.

Loudoun's main competition in class came from 1999 WERA Heavyweight Superstock Endurance Champions D&D Racing. D&D signed on fast locals Greg Abbott and Lance Orr for the race, but couldn't match the pace



Army of Darkness (99) finished fifth overall, first in Mediumweight Superbike at Texas World. Photo by Jamie Guffey/Artistic Intensity Photography.

used four rear tires through the race. Racersupply.com's tire change times hovered around 60 seconds each, and in the winners' circle Racersupply.com's crew and riders would study the quick-change equipment on the bikes that beat them.

Loudoun Motorsports made two decisions prior to the race. First, Loudoun's Team Captain, Greg Harrison, decided not to ride and to concentrate on running the pits. The other decision was to enter the team's GSX-R750 endurance bike rather than the GSX-R1000 that the team used to win the 200-mile Team Challenge at the Daytona CCS races. "I believe we were a little worried about how the 1000 was going to do with six hours of muscling around this track," explained Jacobi, who rode with Vesrah in winning the 2000 24-hour. "We decided that the 750 would be easier to handle, manage tires better, maybe get a little better gas mileage." Although Jacobi had Loudoun in the top three in his first shift, the limited range of Loudoun's stock tank relegated the team to racing for the Heavyweight Superstock class win and not the over-

of Loudoun. After losing a lap early to investigate smoke inside the fairing, D&D finished the day second in class, behind Loudoun and ahead of J&J Motorsports' new Suzuki GSX-R750.

In Mediumweight Superbike, AOD was looking over its shoulder at Texas World. Paramount Racing has left the series full-time, but Leaning Lizards Racing has been reborn, switching to Pirelli tires, enlisting Joe Temperato to ride, and finally getting an oversized fuel tank. Leaning Lizards tried to stretch the new big tank to 90 minutes of riding time, hoping to do the 6-hour race on three stops, but instead ran out of gas on course, an error that cost the team over 5 minutes.

AOD ran its own race, using one front and three rear Michelin slicks to take the win by seven laps. "Really, I think it's more of the team," said Fleming when asked about the team's 2001 Suzuki GSX-R600. "We could've done this on any brand of bike. We've got an awesome crew. Brian Stokes rode great. Jim Williams rode great. I rode fine. The bike's nice, but with the crew we've got, I think it's the crew more than the machinery."

Clubracer dot com (Yes, they spell it out like that.) took third in Mediumweight Superbike on a Yamaha YZF-R6 equipped with Michelin slicks, despite one pit stop where the incoming rider hit a crew member hard enough to send the crew member to the ground and break the bike's fairing. The crew member was not injured.

After a shift that saw him turning 1:48s and staying with Vesrah for several of the first laps, Team Clinton Cycles' Joe Prussiano pitted at the 48-minute mark. "I was trying to get up there and sucker him into being pressured a little bit," said longtime Junge racing rival Prussiano, who rode for Junge's team at the 2000 24-hour. "He's a veteran at this, and he didn't fall for it. He was able to run that pace the whole time, and I wasn't able to. So once I saw that he wasn't gonna bite, I went ahead and settled into our pace." Clinton's first pitstop handed the Middleweight Superstock class lead to Bent Racing—Bent could run for nearly an hour on each tank of fuel. Running a 2001 GSX-R600 built by Ty Stranger-Thorsen, the Bent riders used their local knowledge of Texas World and endurance experience with the CMRA to lead the Mediumweight Superstock class for most of the race. A slow rear tire change caused by having to switch the rear sprocket between wheels closed the gap between Clinton and Bent, but the biggest factor in the Mediumweight Superstock finishing order was the failure of the WERA scoring system.

Just before the 4-hour mark of the race, the scoring system went down. Despite WERA's warnings, Bent did not have a back-up scorer and lost three laps—and the class lead—while the system was down. "First of all," said Stranger-Thorsen, "we are wrong for not having a scorer. It was our mistake and we paid for it dearly. Next time we'll come back with a scorer. Obviously, if I had to do it over again, we would have the scorer, we'd have the first place, we'd have the fifth overall, and we'd have some more money."

At the end of the race, Clinton beat Bent by one lap. Team Chicago stayed out of trouble and out of the pits to take third in Mediumweight Superstock, which, with 10 teams, was the biggest class in the race. Team Chicago's Dan Schmitt and Steve Karson used a Yamaha YZF-R6 and Dunlop DOT-labeled tires.

Larger grids and speed differences

in past years prevented lightweight endurance bikes from having their own WERA National Endurance Series class. Now, with the popularity and capability of the Suzuki SV650 and dwindling WERA endurance grids, there is a new Lightweight Superbike endurance class. At Texas World, there were five Lightweight Superbike teams entered, all on SV650s. First-year Expert Bradley Champion and teammates Tony Nguyen and Derek Delperio put the Champion Racing team a full lap in front of Cycle 1 Racing, which in turn had a lap up on Team Speedy Gonzalez, Robin's Roost, and Maryland Motorsports. Cycle 1 closed on Champion Racing through the second hour and took the class lead in hour three. With all of the teams able to go the distance on one set of tires, the difference would come down to faster laps, pit stops, but mainly the crash of the scoring system. When the scoring system came back up in hour five, Robin's Roost jumped to the top of the class standings because it was the only Lightweight Superbike team with a backup scorer. Robin's Roost held on for the win.

The race was without serious on-track incident, with only three crashes and no red flags.

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RESULTS

WEA NATIONAL ENDURANCE SERIES 6-HOUR OVERALL: 1. Vesrah Suzuki (Mark Junge/ Glenn Szarek/ Chris Ulrich), Suz GSX-R1000, Heavyweight Superbike, 194 laps, 562.60 miles, 93.77 mph, no total time available due to scoring system failure; 2. Team Pennzoil (Wade Buffington/Jamie Lane/Chris Caylor/Scott Harwell), Suz GSX-R750, Heavyweight Superbike, 190 laps, 551.00 miles; 3. Racersupply.com (Shane Stoyko/Paul Mason/Curry Justice/Larry Denning), Suz GSX-R1000, Heavyweight Superbike, 188 laps, 545.20 miles; 4. Loudoun Motorsports (Ken Snyder/ David Yaakov/John Jacobi), Suz GSX-R750, Heavyweight Superstock, 186 laps, 539.40 miles; 5. Army Of Darkness (Jim Williams/ Sam Fleming/ Brian Stokes), Suz GSX-R600, Mediumweight Superbike, 185 laps, 536.50 miles; 6. Team Clinton Cycles (William Lindsay/Ed Morgan/Joe Prussiano), Yam YZF-R6, Mediumweight Superstock, 183 laps, 530.70 miles; 7. Bent Racing (Ty Stranger-Thorsen/Todd Telkamp/Jim Bishop), Suz GSX-R600,

Mediumweight Superstock, 182 laps, 527.80 miles; 8. Team Chicago (Dan Schmitt/Steve Karson), Yam YZF-R6, 181 laps, 524.90 miles; 9. Team Chaos (Mark Crozier/ Mathew Cramer/Rob Palmeri/Jep Palmour), Kaw ZX-6R, Mediumweight Superstock, 181 laps, 524.90 miles; 10. D&D Racing (Dale Davenport/Greg Abbott/Lance Orr), Yam YZF-R1, Heavyweight Superstock, 181 laps, 524.90 miles; 11. Neighbor Of The Beast (Melissa Berkoff/Scott Fischer), Suz GSX-R600, Mediumweight Superstock, 180 laps, 522.00 miles; 12. J&J Motorsports (Jerry Russell/Jesse Basile), Suz GSX-R750, Heavyweight Superstock, 180 laps, 522.00 miles; 13. Leaning Lizard Racing (David Coomes/Brian Healea/Joe Temperato/Tracy Shindler), Kaw ZX-6R, Mediumweight Superbike, 178 laps, 516.20 miles; 14. Crash Clinic (Larry Locklear/Paul Hellaewell/Bill Lesur Scott Crawford), Suzuki GSX-R750, Heavyweight Superbike, 178 laps, 516.20 miles; 15. Robin's Roost (Michael Robin/ Chris Robin), Suz SV650, Lightweight Superbike, 174 laps, 504.60 miles; 16. Champion Racing (Bradley Champion/ Derek Delpero/ Tony Nguyen), Suz SV650, Lightweight Superbike, 172 laps, 498.80 miles; 17. Team HMR (James Kerker/Wayne Lambert), Hon CBR600, Mediumweight Superstock, 171 laps, 495.90 miles; 18. Cycle 1 Racing (Rich Desmond/Scott Levine/ Scott Comstock/ Cory West), Suz SV650, Lightweight Superbike, 171 laps, 498.80 miles; 19. Maryland Motorsports (Rob Armstrong/ Quentin Mise), Suz SV650, Lightweight Superbike, 168 laps, 487.20 miles; 20. Clubracer dot com (John Casley/Jon Whitfill/Joe Chatham), Yam YZF-R6, Mediumweight Superbike, 166 laps, 481.40 miles.

HEAVYWEIGHT SUPERBIKE: 1. Vesrah Suzuki, 131.26 points; 2. Team Pennzoil, 120.39 points; 3. Racersupply.com, 114.52 points; 4. Loudoun Motorsports, 108.94 points; 5. AOD, 103.65 points; 6. Team Clinton Cycles, 98.07 points; 7. Bent Racing, 95.78 points; 8. Team Chicago, 92.49 points; 9. Team Chaos, 89.49 points; 10. D&D Racing, 86.49 points.

HEAVYWEIGHT SUPERSTOCK POINTS: 1. Loudoun Motorsports, 128.94 points; 2. D&D Racing, 117.49; 3. J&J Motorsports, 112.20 points.

MEDIUMWEIGHT SUPERBIKE POINTS: 1. AOD, 128.65 points; 2. Leaning Lizards Racing, 116.62 points; 3. Clubracer dot com, 108.14 points; 4. Radio Active Racing, 101.98 points.

MEDIUMWEIGHT SUPERSTOCK POINTS: 1. Team Clinton Cycles, 128.07 points; 2. Bent Racing, 117.78 points; 3. Team Chicago, 112.49 points; 4. Team Chaos, 107.49 points; 5. Neighbor of the Beast, 102.20 points; 6. Team HMR, points 94.59.

LIGHTWEIGHT SUPERBIKE POINTS: 1. Robin's Roost, TK points; 2. Champion Racing, TK points; 3. Cycle 1 Racing, TK points; 4. Maryland Motorsports, TK points; 5. Team Speedy Gonzalez, TK points.

zalez), Suz SV650.

HOUR ONE OVERALL: 1. Vesrah, 25 laps; 2. Pennzoil, 25 laps; 3. Racersupply.com, 25 laps; 4. Clinton Cycles, 25 laps; 5. Crash Clinic, 25 laps; 6. Loudoun Motorsports, 25 laps. **HOUR TWO OVERALL:** 1. Vesrah, 49 laps; 2. Pennzoil, 49 laps; 3. Racersupply.com, 49 laps; 4. Loudoun Motorsports, 48 laps; 5. Bent Racing, 48 laps; 6. AOD, 47 laps. **HOUR THREE OVERALL:** 1. Vesrah, 79 laps; 2. Pennzoil, 79 laps; 3. Racersupply.com, 78 laps; 4. Loudoun Motorsports, 77 laps; 5. Bent Racing, 76 laps; 6. AOD, 75 laps. **HOUR FOUR OVERALL:** 1. Vesrah, 121 laps; 2. Pennzoil, 120 laps; 3. Racersupply.com, 119 laps; 4. Loudoun Motorsports, 116 laps; 5. Bent Racing, 116 laps; 6. AOD, 116 laps. **HOUR FIVE OVERALL:** 1. Vesrah, 162 laps; 2. Pennzoil, 160 laps; 3. Racersupply.com, 157 laps; 4. Loudoun Motorsports, 156 laps; 5. AOD, 155 laps; 6. Clinton Cycles, 153 laps.

WEA NATIONAL ENDURANCE SERIES OVERALL POINT STANDINGS (After 1 of 10 races, best 9 finishes count): 1. Vesrah Suzuki, 131.26 points; 2. Team Pennzoil, 120.39 points; 3. Racersupply.com, 114.52 points; 4. Loudoun Motorsports, 108.94 points; 5. AOD, 103.65 points; 6. Team Clinton Cycles, 98.07 points; 7. Bent Racing, 95.78 points; 8. Team Chicago, 92.49 points; 9. Team Chaos, 89.49 points; 10. D&D Racing, 86.49 points.

HEAVYWEIGHT SUPERBIKE POINTS: 1. Vesrah Suzuki, 131.26 points; 2. Team Pennzoil, 120.39 points; 3. Racersupply.com, 114.52 points; 4. Crash Clinic, 106.62 points; 5. ACE Racing, 92.92 points; 6. Pensacola Motorsports, 80.38 points.

HEAVYWEIGHT SUPERSTOCK POINTS: 1. Loudoun Motorsports, 128.94 points; 2. D&D Racing, 117.49; 3. J&J Motorsports, 112.20 points.

MEDIUMWEIGHT SUPERBIKE POINTS: 1. AOD, 128.65 points; 2. Leaning Lizards Racing, 116.62 points; 3. Clubracer dot com, 108.14 points; 4. Radio Active Racing, 101.98 points.

MEDIUMWEIGHT SUPERSTOCK POINTS: 1. Team Clinton Cycles, 128.07 points; 2. Bent Racing, 117.78 points; 3. Team Chicago, 112.49 points; 4. Team Chaos, 107.49 points; 5. Neighbor of the Beast, 102.20 points; 6. Team HMR, points 94.59.

LIGHTWEIGHT SUPERBIKE POINTS: 1. Robin's Roost, TK points; 2. Champion Racing, TK points; 3. Cycle 1 Racing, TK points; 4. Maryland Motorsports, TK points; 5. Team Speedy Gonzalez, TK points.

WEA NATIONAL CHALLENGE SERIES COLLEGE STATION, TEXAS MARCH 30-APRIL 1

Junge, Harwell, Peters, Denning, Lee Win At Texas World

By David Swarts

Vesrah Suzuki's Mark Junge won both the Open Superstock and 600cc Superstock races on his Metzeler-equipped GSX-Rs at round one of the WERA National Challenge Series on the 2.9-mile road course of Texas World Speedway. Arclight Suzuki's Scott Harwell took wins in 750cc Superstock on his Metzeler-tired GSX-R750 and Heavyweight Twins on his Metzeler-tired TL1000R. Young gun Jason Peters, 16, won the WERA 125cc Grand Prix race on his Honda RS125 but was edged out by Zach Lee on a Honda RS250 in Formula Two. 4&6 Racing's Larry Denning won the Formula One race on his Pirelli-sponsored Yamaha YZF-R1. The event was hosted by RPM, WERA's regional affiliate.

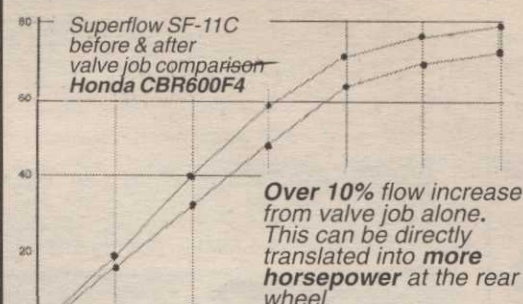
In 1999, Texas-based CMRA started running the 2.9-mile course at Texas World, using a combination of the original Texas World road course and the shorter 1.8-mile course used

since the early 1990s. But the first time the 2.9-mile course was used, 125cc Grand Prix racer Ryan Smith crashed in fast, downhill turn nine and died from an impact with a barrier that is no more than 25 feet from the edge of the track.

Even though there were no more serious injuries at the corner in following races, WERA officials declined to run the longer course in 2000, sticking to the 1.8-mile short course. Thanks to feedback gathered by RPM Race Director Tom Shields and strategic arranging of many haybales and tire rows, WERA officials decided to run the longer course for this race weekend. That decision met early reluctance but later gained approval of the WERA National regulars. No one crashed in the fourth-gear corner all weekend, and there were few crashes anywhere on the track.

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WERA NC Texas
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In Open Superstock, Junge launched his new GSX-R1000 from the outside of row one and said goodbye to the rest of the 16-bike field. Turning 1:45 lap times, Junge led the first lap by 2.6 seconds and was in front by nine seconds on lap four before backing off to win the race by 10.6 seconds. According to Junge's data acquisition system, Junge was doing 180 mph on the front straight.

Junge had never ridden the bike prior to Friday practice at Texas World, and said "That bike's just unbeliev-

R1000. Mark has those big wide lines that lets him dial on the power. He keeps his corner speed on the 1000 up as high as he does on his 600. That'll be hard to beat for sure."

After a long delay for a less-than-perfect-oil-clean-up in turn four, M&M Mortgage's Brian Stokes got into turn one first in Dunlop 600cc Superstock, but Junge quickly went past Stokes on the brakes into turn three with Ice Motorsports' Greg Abbott third. Abbott displaced Stokes on the brakes for the Horseshoe just before Denning took third from Stokes in the kink, turn 12.

Junge led the first lap by nearly a second and extended that lead to two



Mark Junge (57) and his GSX-R1000 lead early on the first lap of the Texas World Formula One race, ahead of Pete Martins (8), Jamie Lane (85), Larry Denning (360), Greg Harrison (818) and Quentin Mise (23). Photo by Jamie Guffey/Artistic Intensity Photography.



Jamie Lane (85) and Larry Denning (360) race for the Formula One lead at Texas World. Denning won the race. Photo by Jamie Guffey/Artistic Intensity Photography.

able! The Metzeler tires work perfectly with it, too."

1-800-CROTCH ROCKET's Jamie Lane was second off the line and for the first lap, but on lap two, GSX-R1000-mounted Denning was through the pack from the fifth row of the grid and passed Lane on the front straight. For the next several laps, Lane, riding a GSX-R750, would pass Denning with an early entry into turn one only to have Denning power past Lane on the back straight. Denning held on to second place with horsepower over Lane, Pete Martins, and Curry Justice. All of the top nine finishers were on Metzeler/Pirelli tires. After the race, Denning said, "Mark's (Junge) gonna be tough to beat on that new GSX-

seconds with a lap at 1:48.46 on lap two. Meanwhile, Denning took his YZF-R6 past Abbott's new Suzuki GSX-600 on the front straight to take second into turn one. Junge slowed down through the middle of the race while Denning pushed hard to catch the leader. "I got a little bit of a vibration in the race, and the bike seemed to slow down," said Junge. "I got a little worried. I don't like motors coming apart. I knew Larry was coming, and he's got a fast bike." Denning was closing steadily, and on the final lap, Junge pushed the front in turn eight which also killed his run through turn nine. Denning was right on Junge but couldn't make a move in the final corners. Junge won by 0.2-second over Den-

ning. "I didn't get a very good start," explained Denning. "I was gridded kind of far back. I passed Greg Abbott on the back straightaway. Then I just pushed the front as hard as I could to catch up to Mark, and I came up about a-lap-and-a-half short. I wanted to kick the starter for waving the white flag." Third place went to Team Xtreme's Chris "Opie" Caylor, who was able to beat Abbott in a drag race from the final corner to the finish line. Abbott pulled low out of the last corner to beat the draft, but Caylor used his drive to get the job done. Stokes came home in fifth.

In the 125cc Grand Prix race, MCE Racing's Kevin Murray got a tremendous launch from his third-row grid spot to lead into turn one. Peters was tucked in right behind the veteran going into the first corner, but Murray railed the super wide sweeper leaving Peters behind. Peters later said, "I was thinking, 'Now that's how you go through that corner!'" Murray took it easy through some oil dry—the remnants of a Novice-class crash—in turn four, allowing Peters to close in. Peters took the lead as they came around to complete the first lap. Once out front, Peters steadily built his lead with low-1:57

took the lead into turn one and held a small advantage to the finish. "This is my first race since Daytona when I got all broke up," said Harwell, referring to his big turn two crash at the 2000 Daytona Race Of Champions. "I knew I would come out and do really good with all of the support that Arclight has given me. I just put my head down on the start because I was coming from row 11. I went around a lot of people in turn one. I went as hard as I could from the start and it worked out for me."

Buffington slipped back to battle with his Team Xtreme teammate Lane. Lane got by Buffington on lap three but had to worry more about holding off Buffington than chasing down Harwell. Buffington had a big slide on the last lap that allowed Glenn Szarek to close up a lot of ground. Szarek made what he later called a "pretty hairy" pass on Buffington in the fast, banked turn seven in the back section and held on for third just ahead of Buffington.

After getting passed for fourth by Szarek on lap three, Martins slipped back into a battle royale for fifth-place Suzuki money. EBC's John Jacobi, Denning on a borrowed bike, Justice, Martins, Stokes and Japanese journalist Daigoro Suzuki crossed the fin-



On the first lap of the 750cc Superstock race, Wade Buffington (67) leads teammate Jamie Lane (85), eventual winner Scott Harwell (9), Curry Justice (71), John Jacobi (behind Justice), Quentin Mise (23), Greg Harrison (818) and the rest. Photo by Jamie Guffey/Artistic Intensity Photography.

lap times. Murray slipped back and found himself under fire from another young gun, ESP-1's 17-year-old Logan Young. Young was less tentative through the mess in turn four and would close through the back section, but Young was never able to make a pass on Murray's faster TZ125 equipped with Murray's square-bore-and-stroke, self-built engine. Peters won by 3.0 seconds from Murray, and Young took his first National podium with third.

Peters took his Tripp Bellinger-built Honda RS125 back out in Formula Two now that four-strokes have been excluded from the class. Although they went back-and-forth, Peters led most of the race over local rider Lee and his RS250 Honda, but Lee's motor did the work for him on the last lap on the back straight. Peters made an amazing run out of the last corner to reel Lee in as they approached the finish line but came up just short. Lee won his first National race while Young again took third again on his RS125.

The 750cc Superstock final was the best race of the day as the top 10 positions weren't decided until the final lap. Celebrating his first wedding anniversary at the track, Arclight Suzuki's Harwell came from the back of the grid to chase down fast starter Wade Buffington on lap two. Harwell

ish line within a blink of an eye to complete the top 10, all on Suzuki GSX-R750s.

Harwell came back to win the Heavyweight Twins race handily. Former endurance Champion John Branch III was back in WERA National Challenge action on his Northwest Honda RC51 and battled with former AMA Pro Thunder regular Bill St. John for the whole race. Riding his newly-Pro-Thunder-illegal 800cc Project Monza/ BCM Motorsports/ Cycle Specialties Ducati 748, St. John looked to be sizing Branch up but couldn't make a last-lap pass on the brakes for the Horseshoe. Branch beat St. John by two bikelengths.

Formula One was a rematch of the Lane/Denning battle from Open Superstock. Denning still had motor with his Yamaha YZF-R1 over Lane's 750, but Lane bought a tank full of Nutec racing fuel to try and make up the difference. Lane's bike was noticeably faster, even drafting up beside Denning's YZF-R1 on the front straight once, but Denning upped his effort as well. Lane continued to pass Denning going into turn one, and Denning re-passed Lane on the back straight every time. On lap four of six, Denning

..... continued on page 48

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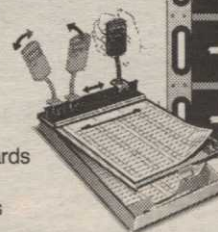
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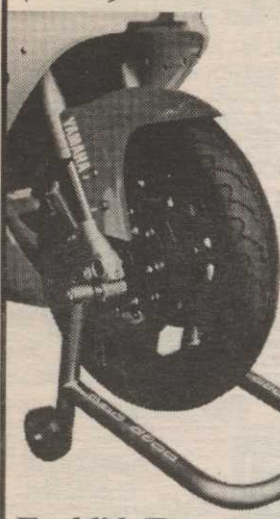
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WERA NC Texas

continued from page 47

re-passed Lane going into turn four and used the back section to extend that lead. Denning won by a full second over Lane.

Mark Junge is sponsored by Vessrah, Suzuki, Metzeler, Nielsen Enterprises, Watahan, Fujico, Traxxion Dynamics, Marshall, Factory, Shoei, Sprocket Specialists, Air Tech, Vanson, Penske, Graves, DID, Lockhart-Phillips, Diadora, M4 and Maxima. Jason Peters is sponsored by Team Outa Sight Racing, Dunlop, HJC, Shadow Graphics, Racepix, Fab Shop, Spiegler Brakes, Grateful Threads, EK, Helimot and Racebolts.com. Scott Harwell is sponsored by Arclight Racing, Suzuki, Metzeler, Motion Systems, Yoshimura, Factory, Arai, Vanson, Tapeworks, Alpinestars, Silkolene, EBC, Fabrications Unlimited, Sharkskin, Tsubaki, Fox, Sprocket Specialists, Traxxion Dynamics and Paint By Fast Finish. Larry Denning is sponsored by 4&6 Racing, Dega Racing, Pirelli, EBC, Silkolene, Syed Leathers, Trackside Racer Supply, Lockhart-Phillips, Vortex, CFM/ Woodcraft, Hindle and Sharkskin. Zach Lee is sponsored by Dunlop. **RW**

RESULTS

WERA FORMULA ONE EXPERT: Larry Denning (Yam YZF-R1); 2. Jamie Lane (Suz GSX-R750); 3. Curry Justice (Suz GSX-R1000); 4. Pete Martins (Suz GSX-R750); 5. David Newman (Suz GSX-R750); 6. Greg Harrison (Suz GSX-R1000).

WERA FORMULA ONE POINT STANDINGS (After 1 of 10 races, all 10 count): 1. Denning, 20 points; 2. Lane, 17 points; 3. Justice, 15 points; 4. Martins, 13 points; 5. Newman, 11 points; 6. Harrison, 10 points.

WERA OPEN SUPERSTOCK EXPERT: 1. Mark Junge (Suz GSX-R1000); 2. Larry Denning (Yam YZF-R1); 3. Jamie Lane (Suz GSX-R750); 4. Pete Martins (Suz GSX-R1000); 5. Curry Justice (Suz GSX-R1000); 6. David Newman (Suz GSX-R750).

WERA OPEN SUPERSTOCK EXPERT POINT STANDINGS (After 1 of 10 races, all 10 count): 1. Junge, 20 points; 2. Denning, 17 points; 3. Lane, 15 points; 4. Martins, 13 points; 5. Justice, 11 points; 6. Newman, 10 points.

750cc SUPERSTOCK EXPERT: 1. Scott Harwell (Suz GSX-R750); 2. Jamie Lane (Suz GSX-R750); 3. Glenn Szarek (Suz GSX-R750); 4. Wade Buffington (Suz GSX-R750); 5. John Jacobi (Suz GSX-R750); 6. Larry Denning (Suz GSX-R750).

750cc SUPERSTOCK EXPERT POINT STANDINGS (After 1 of 10 races, all 10 count): 1. Harwell, 20 points; 2. Lane, 17 points; 3. Szarek, 15 points; 4. Buffington, 13 points; 5. Jacobi, 11 points; 6. Denning, 10 points.

600cc SUPERSTOCK EXPERT: 1. Mark Junge (Suz GSX-R600); 2. Larry Denning (Yam YZF-R6); 3. Chris Caylor (Suz GSX-R600); 4. Greg Abbott (Suz GSX-R600); 5. Brian Stokes (Suz GSX-R600); 6. Ken Snyder (Suz GSX-R600).

600cc SUPERSTOCK EXPERT POINT STANDINGS (After 1 of 10 races, all 10 count): 1. Junge, 20 points; 2. Denning, 17 points; 3. Caylor, 15 points; 4. Abbott, 13 points; 5. Stokes, 11 points; 6. Snyder, 10 points.

WERA FORMULA TWO EXPERT: 1. Zachry Lee (Hon RS250); 2. Jason Peters (Hon RS125); 3. Logan Young (Hon RS125); 4. Ronald Woods (Hon RS250); 5. Robin Reeves (Hon RS125).

WERA FORMULA TWO EXPERT POINT STANDINGS (After 1 of 10 races, all 10 count): 1. Lee, 20 points; 2. Peters, 17 points; 3. Young, 15 points; 4. Woods, 13 points; 5. Reeves, 11 points.

WERA 125cc GP: 1. Jason Peters (Hon RS125); 2. Kevin Murray (Yam TZ125); 3. Logan Young (Hon RS125); 4. Tyler Schmidt (Hon RS125); 5. Paige Hearn (Hon RS125); 6. Micah McKedy (Hon RS125).

WERA 125cc GP POINT STANDINGS (After 1 of 10 races, all 10 count): 1. Peters, 20 points; 2. Murray, 17 points; 3. Young, 15 points; 4. Schmidt, 13 points; 5. Hearn, 11 points; 6. McKedy, 10 points.

WERA 750cc SUPERSTOCK NOVICE: 1. David Kagan (Suz GSX-R600); 2. Richard Ford (Suz GSX-R600); 3. Larry Dulaney (Hon CBR600F4i); 4. Michael Perry (Suz GSX-R750); 5. Shannon Moham (Yam YZF-R6); 6. Scott Wineinger (Hon VTR1000).

WERA 750cc SUPERSTOCK NOVICE POINT STANDINGS (After 1

of 10 races, all 10 count): 1. Kagan, 20 points; 2. Ford, 17 points; 3. Dulaney, 15 points; 4. Perry, 13 points; 5. Moham, 11 points; 6. Wineinger, 10 points.

WERA 600cc SUPERSTOCK NOVICE: 1. Richard Ford (Suz GSX-R600); 2. David Kagan (Suz GSX-R600); 3. Brian Vogel (Hon CBR600F4i); 4. Larry Dulaney (Hon CBR600); 5. Shannon Moham (Yam YZF-R6); 6. Vernon Marshall (Hon CBR600).

WERA 600cc SUPERSTOCK NOVICE POINT STANDINGS (After 1 of 10 races, all 10 count): 1. Ford, 20 points; 2. Kagan, 17 points; 3. Vogel, 15 points; 4. Dulaney, 13 points; 5. Moham, 11 points; 6. Marshall, 10 points.

WERA 750cc SUPERBIKE EXPERT: 1. Jamie Lane (Suz GSX-R750); 2. Curry Justice (Suz GSX-R750); 3. Pete Martins (Suz GSX-R750); 4. David Newman (Suz GSX-R750); 5. John Ross, Jr. (Suz GSX-R750); 6. John Branch, III (Hon RC51).

WERA 750cc SUPERBIKE EXPERT POINT STANDINGS (After 1 of 10 races, all 10 count): 1. Lane, 20 points; 2. Justice, 17 points; 3. Martins, 15 points; 4. Newman, 13 points; 5. Ross, 11 points; 6. Branch, 10 points.

WERA 750cc SUPERBIKE NOVICE: 1. Shannon Moham (Yam YZF-R6); 2. Michael Perry (Suz GSX-R750); 3. Brian Vogel (Hon CBR600F4i); 4. David Kagan (Suz GSX-R600); 5. Larry Needham (Suz TL1000R); 6. Larry Dulaney (Hon CBR600).

WERA 750cc SUPERBIKE NOVICE POINT STANDINGS (After 1 of 10 races, all 10 count): 1. Moham, 20 points; 2. Perry, 17 points; 3. Vogel, 15 points; 4. Kagan, 13 points; 5. Needham, 11 points; 6. Dulaney, 10 points.

WERA 600cc SUPERBIKE EXPERT: 1. Joseph Temperato (Suz GSX-R600); 2. Scott Crawford (Suz GSX-R600); 3. Ty Stranger-Thorsen (Suz GSX-R600); 4. Ken Snyder (Suz GSX-R600); 5. David Yaakov (Suz GSX-R600); 6. Paul Mason (Suz GSX-R600).

WERA 600cc SUPERBIKE EXPERT POINT STANDINGS (After 1 of 10 races, all 10 count): 1. Temperato, 20 points; 2. Crawford, 17 points; 3. Stranger-Thorsen, 15 points; 4. Snyder, 13 points; 5. Yaakov, 11 points; 6. Mason, 10 points.

WERA 600cc SUPERBIKE NOVICE: 1. Richard Ford (Suz GSX-R600); 2. David Kagan (Suz GSX-R600); 3. Brian Vogel (Hon CBR600F4i); 4. Shannon Moham (Yam YZF-R6); 5. Larry Dulaney (Hon CBR600); 6. Andy Kupfer (Kaw ZX-6R).

WERA 600cc SUPERBIKE NOVICE POINT STANDINGS (After 1 of 10 races, all 10 count): 1. Ford, 20 points; 2. Kagan, 17 points; 3. Vogel, 15 points; 4. Moham, 13 points; 5. Dulaney, 11 points; 6. Kupfer, 10 points.

FORMULA ONE NOVICE: 1. Shannon Moham (Yam YZF-R6); 2. Michael Perry (Suz GSX-R750); 3. Travis Pierce (Kaw ZX-7R).

FORMULA ONE NOVICE POINT STANDINGS (After 1 of 10 races, all 10 count): 1. Moham, 20 points; 2. Perry, 17 points; 3. Pierce, 15 points.

WERA HEAVYWEIGHT TWINS EXPERT: 1. Scott Harwell (Suz TL1000R); 2. John Branch III (Hon RC51); 3. Bill St. John (Duc 800); 4. Bradley Champion (SV650); 5. Michael Robin (Suz SV650); 6. Todd Swearingen (Suz SV650).

WERA HEAVYWEIGHT TWINS EXPERT POINT STANDINGS (After 1 of 10 races, all 10 count): 1. Harwell, 20 points; 2. Branch, 17 points; 3. St. John, 15 points; 4. Champion, 13 points; 5. Robin, 11 points; 6. Swearingen, 10 points.

WERA HEAVYWEIGHT TWINS NOVICE: 1. Larry Needham (Suz 1000); 2. Dustin Moore (Duc 748); 3. Scott Wineinger (Hon VTR1000); 4. Tony Nguyen (Suz SV650); 5. Richard Brooks (Suz SV650).

WERA HEAVYWEIGHT TWINS NOVICE POINT STANDINGS (After 1 of 10 races, all 10 count): 1. Needham, 20 points; 2. Moore, 17 points; 3. Wineinger, 15 points; 4. Nguyen, 13 points; 5. Brooks, 11 points.

D SUPERBIKE EXPERT: 1. Bradley Champion (Suz SV650); 2. Joe Cupido (Suz SV650); 3. Michael Robin (Suz SV650); 4. Todd Swearingen (Suz SV650); 5. Luke Nievar (Hon 650); 6. Andre Espallat (Kaw EX646).

D SUPERBIKE NOVICE: 1. Tony Nguyen (Suz SV650); 2. Richard Brooks (Suz SV650); 3. Sarah Mesa (Suz SV650); 4. Mark Alexander (Yam FZ600); 5. James Hopkins (Suz SV650); 6. Will Stevenson (Kaw EX500).

CLUBMAN EXPERT: 1. Andre Espallat (Kaw EX500).

CLUBMAN NOVICE: 1. Will Stevenson (Kaw EX500); 2. Daryl Tschoepe (Kaw EX500); 3. Frank Kay (Kaw).

FORMULA TWO SPORTSMAN EXPERT: 1. Bradley Champion (Suz SV650); 2. Zachry Lee (Hon RS250); 3. Chris Robin (Suz SV650); 4. Joe Cupido (Suz SV650); 5. Todd Swearingen (Suz SV650).

FORMULA TWO SPORTSMAN NOVICE: 1. Tyler Schmidt (Hon RS125); 2. Tony Nguyen (Suz SV650); 3. Micah McKedy (Hon RS125); 4. Sarah Mesa (Suz SV650); 5. Will Stevenson (Kaw EX500); 6. Richard Brooks (Suz SV650).

LIGHTWEIGHT TWINS EXPERT: 1. Bradley Champion (Suz SV650); 2. Bill St. John (Duc 750); 3. David Yaakov (Suz SV650); 4. Chris Robin (Suz SV650); 5. Joe Cupido (Suz SV650); 6. Todd Swearingen (Suz SV650).

LIGHTWEIGHT TWINS NOVICE: 1. Tony Nguyen (Suz SV650); 2. Richard Brooks (Suz SV650); 3. Sarah Mesa (Suz SV650); 4. James Hopkins (Suz SV650); 5. Will Stevenson (Kaw EX500).

tia) on March 23-25. Bridgestone cancelled the Mugello test at the last minute so we spent two extra days in Rijeka, testing from March 21-25. It was one less day of riding, but since we're not racing at Mugello this season it was actually better to spend two extra days at Rijeka.

I arrived in Germany a couple of days before we departed for Croatia. Dirk showed me the RS125 he had prepared for me, complete with detonation counter, quick shifter, Kayaba suspension, 6-piston PVM brake, PVM magnesium wheels, ISR rear brake, carbon/Kevlar bodywork, two-piece cylinder heads, carbon/Kevlar gas tank, data acquisition and programmable ignition. It looked like a full works bike! After letting me drool over the bike for a few minutes, Dirk showed me to the apartment that will be my European home off-and-on for the next eight months. Dirk's house has three floors and I have the lower floor all to myself. The apartment consists of three rooms, a bathroom, and a workshop. My bike was in the workshop awaiting some final preparations, and I can't use two of the other rooms because they are packed with "stuff." One of them has Dirk's shifter cart hanging on the wall along with other racing paraphernalia. The other room has a couple of Honda RS125s, one of which happened to be the bike which won the 1993 125cc World Championship. Right next to that is a 1994 Honda RS125 painted yellow with HB emblems and a red #1. Behind the HB bike is a five-shelf bookcase where Dirk stashed all his trophies, everything from ADAC Junior Cup and German Championship, to European Championship, to World GP. Tucked right in there is an FIM trophy inscribed with "Dirk Raudies, 1993 Champion du Monde, Courses sur Route—Grand Prix 125." Translated, "Dirk Raudies, Champion of the World, Road Racing—Grand Prix 125." Pretty cool.

Yacco Team Raudies consists of Dirk Raudies (team manager and mechanic), Willy (mechanic), Peter (mechanic), myself, Christian (my teammate), and Holm (Christian's mechanic.) To make sure we traveled in comfort and style this season, Dirk bought a bus/motor home that previously belonged to Ralf Waldman, and earlier Helmut Bradl. The bus looks fantastic inside and out, has a TV, DVD player, stereo, fridge, shower, and sleeps 7+ comfortably.

My Honda RS125 has a trick programmable ignition system like all the works bikes have. The system gives you total flexibility over all ignition functions: You can write your own curves, set ignition advance and power-jet cut-off in each gear individually, and load up to four different ignition maps into the bike at any given time. The system includes a handlebar-mounted switch that lets you toggle between the four ignition maps you've loaded. During a race you can actually change the ignition while you're riding, depending on race conditions and how the bike is running.

Anyway, I loaded the software onto my laptop to program a base map from which to start. The software itself is easy to use because it's all Windows based. After writing the ignition map you just plug the laptop into the bike and hit "upload maps" and it will upload into the bike whatever maps and configurations you've created. Of course, coming up with good settings that will give you maximum power without melting down the bike are another story!

continued on page 67

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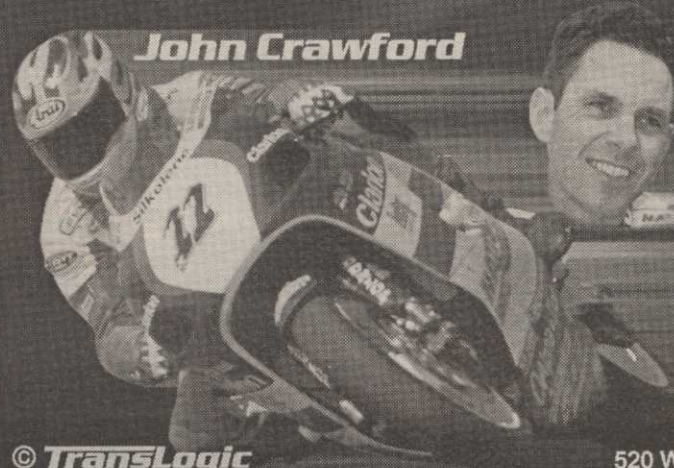
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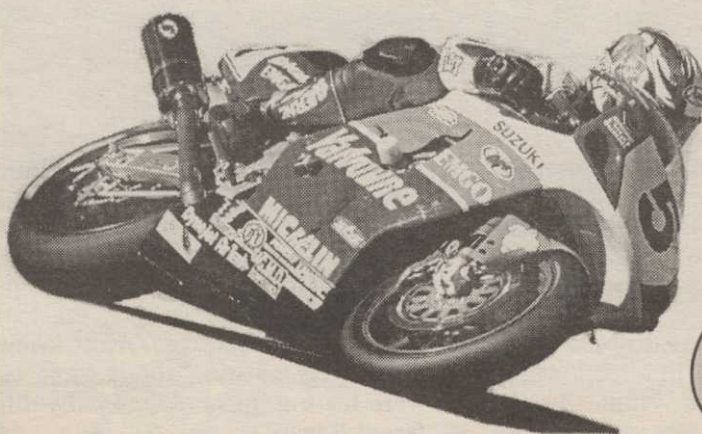
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Club Racer's Guide

By Max McAllister

Measuring Fork Deflection When A Single Spring Is Used

In my case, I think about road racing motorcycle suspension all the time. I have dreams, visions, and ideas regularly. I was curious to know just how much the front axle of a road racing motorcycle would distort or deflect in a turn. So I came up with a way to find out.

I was led through this train of thought for several reasons. It is now commonplace for racers to mix fork springs to achieve exact spring rates. For instance, the hot set-up for the new GSX-Rs is one .90 and one .95kg/mm fork spring. The desired rate is .925kg/mm. Currently, Traxxion Dynamics is the only company selling this custom spring combination to racers. So you have to wonder, what effect does this mis-match of spring rates have on a fork?

We are currently working to develop straight-rate titanium shock springs. Titanium springs currently marketed by other suspension shops are very progressive in rate, even though they claim the springs are not. What would be the advantage of a titanium spring? Half of a spring is unsprung weight. There would be a tremendous improvement in suspension performance if you could replace a steel spring with a titanium one.

The 1997 Aprilia RS250s have a spring in one leg, and a damping unit in the other leg. This would obviously be the extreme example of "mismatched" spring rates. I thought, if you could have one spring, then you would save a ton of weight. If you could have one titanium spring, then that would be unbelievable!

Though most people don't know it, there is a tremendous amount of slop in forks, between the tubes and the bushings. I'm not talking about a few thousandths of an inch, either. There is a lot!

Historically, there are people who have found this slop, and have tried to make it go away by shimming the fork bushings from the back side. This is incredibly stupid. That slop is there so that the forks won't stick and bind as the motorcycle is put through its paces. Engineers at major OEM suspension manufacturers have determined how much slop is the right amount.

As a motorcycle accelerates, and particularly decelerates, the fork tubes distort. Anything round that is bent, becomes an oval. Ovals have fatter areas than the circle they started out as. If you were ignorant enough to shim the slack out of the bushings, you would generate a massive amount of stiction in the fork that wouldn't be detected in the pits. The result would be very poor suspension performance on the

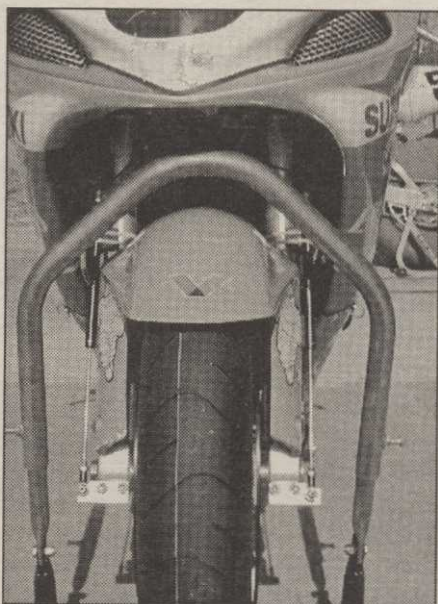
track.

So what we needed to quantify was how much mis-match in spring rate is acceptable, if any. It is commonplace to measure front suspension travel with a linear potentiometer. If you imagine your motorcycle in a turn, there is a force that is trying to stand the wheels up, even though the bike is leaned over. If your front axle was flexing, the outside fork would get longer, and the inside fork would get shorter.

I theorized that we would only need to add another linear potentiometer to the other fork leg to learn all we needed to know. If there was any force that was pushing the fork lowers out of "square", then the two pots would read differently.

I talked this over with Keith Perry, Crew Chief for Team Valvoline EMGO Suzuki, and he thought it would be a great test. He had a test date at Talladega Gran Prix Raceway in Alabama, and would let us work with one of the team's 2000 Suzuki GSX-R750s. He had a "Drack Gold" Data Acquisition System from Aimsports, for us to collect the data with (www.aimsports.com). We also needed a jockey, and he loaned us one Formula USA Unlimited Superbike Champion (a.k.a. Grant Lopez) as well.

Initially we collected data using a



Front view of Grant Lopez's GSX-R750, with two data acquisition linear potentiometers fitted, one to each fork leg.

Using two linear potentiometers allowed fork deflection to be measured. Photo by Brian J. Nelson.

standard set of Axxion Valved race forks, with one .90 fork spring, and one .95 fork spring. Grant is about 155-160 pounds. We were interested to see what was "normal" deflection. Grant ran about five laps, and we had instructed him to load the front end of the bike really hard. He came back and told us how he had been plowing the front end on purpose. We figured that was pretty good! (He also said he wouldn't repeat the next text with the same enthusiasm, realizing it was, after all, only a test day!).

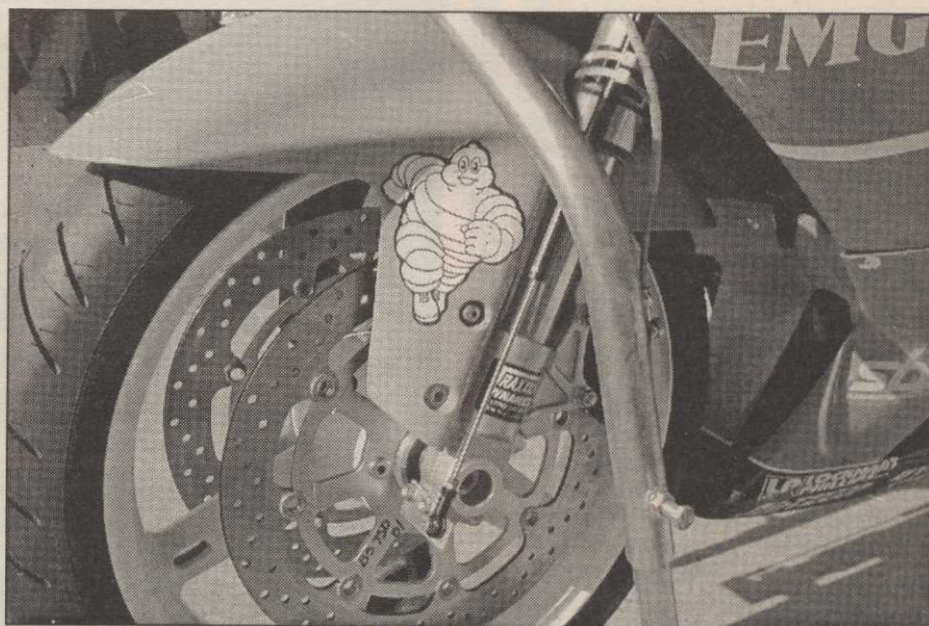
The data showed a deflection of .5-.6 of one millimeter in a turn, with a highest reading of .7mm. In the straights, the data was nearly identical, with a difference of 0-.2mm. We figured there was some error in the pots, but decided there was .7mm "nor-

mal" deflection.

We overlaid the graphs generated by the two pots and found that this deflection swapped sides, depending on which way the bike was turning. But the deflection was similar, regardless.

I had some springs custom wound to be "double-rate". Not dual-rate; double rate. In other words, I had a special spring with a rate of 1.85kg/mm (.925 x 2). For this test, we built a very special set of forks. One fork had the "Bubba Spring" and a completely disabled cartridge (that was merely a spring-guide), and the other fork had a very special "double-damped" cartridge.

We wanted to create a single cartridge that would work exactly like two cartridges. We took our best shot at



Left-side view of front end on Grant Lopez's GSX-R750, with linear potentiometer fitted to fork leg. Photo by Brian J. Nelson.

this by simply using a static push test in our shop. Let the naysayers laugh at suspension tuners pushing on bikes, but wait until you see the outcome of this test.

When we went to recalibrate the pots, we found that there was a static .2mm discrepancy, whereas before, there was only .04mm. This had us scratching our heads a bit. We tried resetting the forks by releasing the pinch bolts and manually squaring the fork lowers, and achieved no improvement. It was then I realized that the single spring was taking some of the slack out of the bushings! I got down and pulled on the top of the wheel, and Keith was able to see .9mm of deflection on either side I pushed on.

That meant that the .7mm we recorded in our first test was less than the slop in the fork! It follows that the axle wasn't deflecting at all. Now we were learning something!

I had intended to perform several intermediate tests, but since the initial test showed no negative data, I suggested we just skip to our most extreme possible set-up. So we sent Grant out with the single-spring/single-damper set-up. To make this test completely objective, Grant knew absolutely nothing about what we were testing, nor how radically different it was.

He immediately complained about a very strange chatter from the front end. He described it as something he

"had never felt before" on a motorcycle. We tried a couple of dramatic damping changes quickly, and none of them fixed the problem. So, we decided to download the new data and see what it had to say.

It revealed the problem Grant had described. As the motorcycle went around the track, all of the slack was taken out of the bushings, and the forks were generating a tremendous amount of stiction since the lower tubes were effectively traveling into the upper tubes while cocked to one side. Damping changes made no correction, so we were confident the fault lay in the single-spring system. When we laid the graphs from the Drack System on top of each other, the problem then became clear. The forks now only showed deflection

to one side, and the deflection was significantly greater than before. Even when the bike was turning against the spring, it was unable to make the slop go the other way. Our peak variation was 1.9mm, and we decided, with Grant's input, that this was unacceptable.

There was one question that remained unanswered: Would damping affect the system the same way?

We reverted to the standard spring system of one .90 and one .95kg/mm spring. We left the special "double-damped" cartridge in. Grant went back out to give this system a go. We were pleased to find that the data returned completely to normal. We had normal side-to-side variation with this system, and the only anomaly Grant was able to detect lay in the new steering head bearings which had settled slightly with use and become slightly loose.

In summary, our test revealed that using one spring sucked! It also revealed that one damper worked! With this bike, my "push-test", and NO valving changes, Grant was able to run a 59.3 at TGPR (on data acquisition), on a 50-degree day! This was the first double-damped cartridge on a real racebike, and it was only one second off of the all-time track lap record! I thought that kicked ass (or butt, if the editor won't let me say ass!)

Does any of this really mean anything? I don't know for sure. Let the tuners and engineers figure it out! **RW**

Specifications: 2002 BMW R1150R ABS

Engine Configuration:	180-degree, Flat-twin, 4-stroke, OHV
Engine Displacement:	1130cc
Engine Cooling:	Air and oil
Compression Ratio:	10.3:1
Combustion Chamber Design:	Pentroof
Valves Per Cylinder:	4
Intake valves Per Cylinder:	2
Exhaust Valves Per Cylinder:	2
Bore x Stroke:	101 mm x 70.5 mm
Claimed Peak Horsepower:	85 bhp @ 6750 rpm
Claimed Peak Torque:	71.0 lbs.-ft. @ 5250 rpm
Engine Redline:	7900 rpm
Valve Angle (Included):	19.0 degrees Intake, 22.0 degrees Exhaust (41.0 degrees)
Combustion Chamber Volume:	N.A.
Valvetrain Type:	High-cam with Pushrods and Rocker Arms, Screw Tappet Lash Adjustment.
Valve Adjustment Interval:	6000 miles
Intake Valve Diameter:	34.0 mm
Exhaust Valve Diameter:	29.0 mm
Intake Valve Stem Diameter:	5.0 mm
Exhaust Valve Stem Diameter:	5.0 mm
Intake Valve Maximum Lift:	9.7 mm
Exhaust Valve Maximum Lift:	8.6 mm
Intake Valve Timing:	
Open BTDC:	1 degree
Close ABDC:	25 degrees
Duration:	206 degrees
Exhaust Valve Timing:	
Open BTDC:	31 degrees
Close ABDC:	13 degrees
Duration:	224 degrees
Valve Timing Measurement Point:	3.0 mm
Fuel Delivery System:	Bosch Motronic MA 2.4 Electronic Fuel Injection
Throttle Body Venturi Size:	45 mm
Air Filter Type:	Pleated Paper
Exhaust System Type:	Stainless-steel, Two-into-one w/ three-way catalytic converter
Ignition System:	Bosch Motronic MA 2.4 Digital Electronic
Lubrication System:	Wet Sump
Oil Capacity:	4.0 quarts (3.8 liters)
Fuel Capacity:	5.4 gallons (20.4 liters)
Transmission Type:	6-speed, Constant Mesh
Clutch Type:	Single-plate, Dry
Clutch Actuation System:	Hydraulic
Clutch Spring Type:	Diaphragm
Number Of Clutch Springs:	1
Number Of Clutch Plates:	1
Drive Plates:	N.A.
Driven Plates:	N.A.
Primary Drive:	Helical Gears
Primary Drive Gear Teeth (Ratio):	N.A. (1.889:1)
Final Drive Gear Teeth (Ratio):	31/11 (2.820:1)
Transmission Gear Teeth (Ratios):	
6th:	21/30 (0.700:1)
5th:	27/30 (0.900:1)
4th:	27/26 (1.040:1)
3rd:	38/30 (1.270:1)
2nd:	45/22 (1.600:1)
1st:	34/18 (2.050:1)
Transmission Overall Ratios:	
6th:	3.729:1
5th:	4.794:1
4th:	5.540:1
3rd:	6.765:1
2nd:	8.523:1
1st:	10.920:1
Theoretical Speed In Gears At Redline:	
6th:	156 mph
5th:	121 mph
4th:	105 mph
3rd:	86 mph
2nd:	68 mph
1st:	53 mph
Engine Speed At 60 mph:	3036 rpm
Frame Design (Material):	Three-section frame concept (Cast Alloy Front, Steel Center and Rear)
Rake/Trail:	63.0 degrees/5.0 inches (127 mm)
Wheelbase:	58.3 inches (1480 mm)
Seat Height:	30.3 inches (770 mm)
Footpeg Height:	N.A.
Handlebar Height:	32.5 inches (825 mm)
Steering Stem to Seat Center:	N.A.
Front Forks:	Twin-tube gas-filled, Telelever with central spring unit
Fork Tube Diameter:	35 mm
Fork Adjustments:	
Rebound Damping:	3.75-turn Range
Compression Damping:	None
Spring Preload:	None
Front Wheel Travel:	4.7 inches (120 mm)
Rear Wheel Travel:	5.3 inches (135 mm)
Rear Suspension Type:	Paralever w/ Single shock
Rear Shock Adjustments:	
Rebound Damping:	7.0-turn range
Compression Damping:	None
Spring Preload:	Hydraulic, 40-positions (clicks)
Front Brakes:	320 mm (12.6-inch) Dual Discs, Tokico 4-piston Calipers, with BMW Partial Integral ABS
Rear Brake:	276 mm (10.9-inch) Disc, Tokico Twin-piston Caliper, with BMW Partial Integral ABS
Front Wheel:	3.50 x 17.0-inch Cast Aluminum Alloy
Rear Wheel:	5.00 x 17.0-inch Cast Aluminum Alloy
Front Tire:	120/70-17 Bridgestone BT56F radial
Rear Tire:	170/60-17 Bridgestone BT56F radial
Claimed Dry Weight:	525 pounds (238 kg)
Claimed Wet Weight:	559 pounds (253 kg)
Weight Distribution, Percent:	N.A.
GVWR:	992 pounds (450 kg)
Overall Length:	85.4 inches (2170 mm)
Overall Width:	37.0 inches (940 mm)
Overall Height:	45.9 inches (1165 mm)
Ground Clearance:	5.4 inches (138 mm)
Suggested Retail Price:	\$12,190 (\$9990 w/o ABS)

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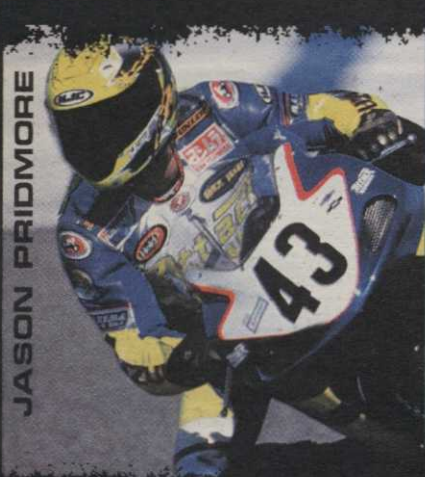
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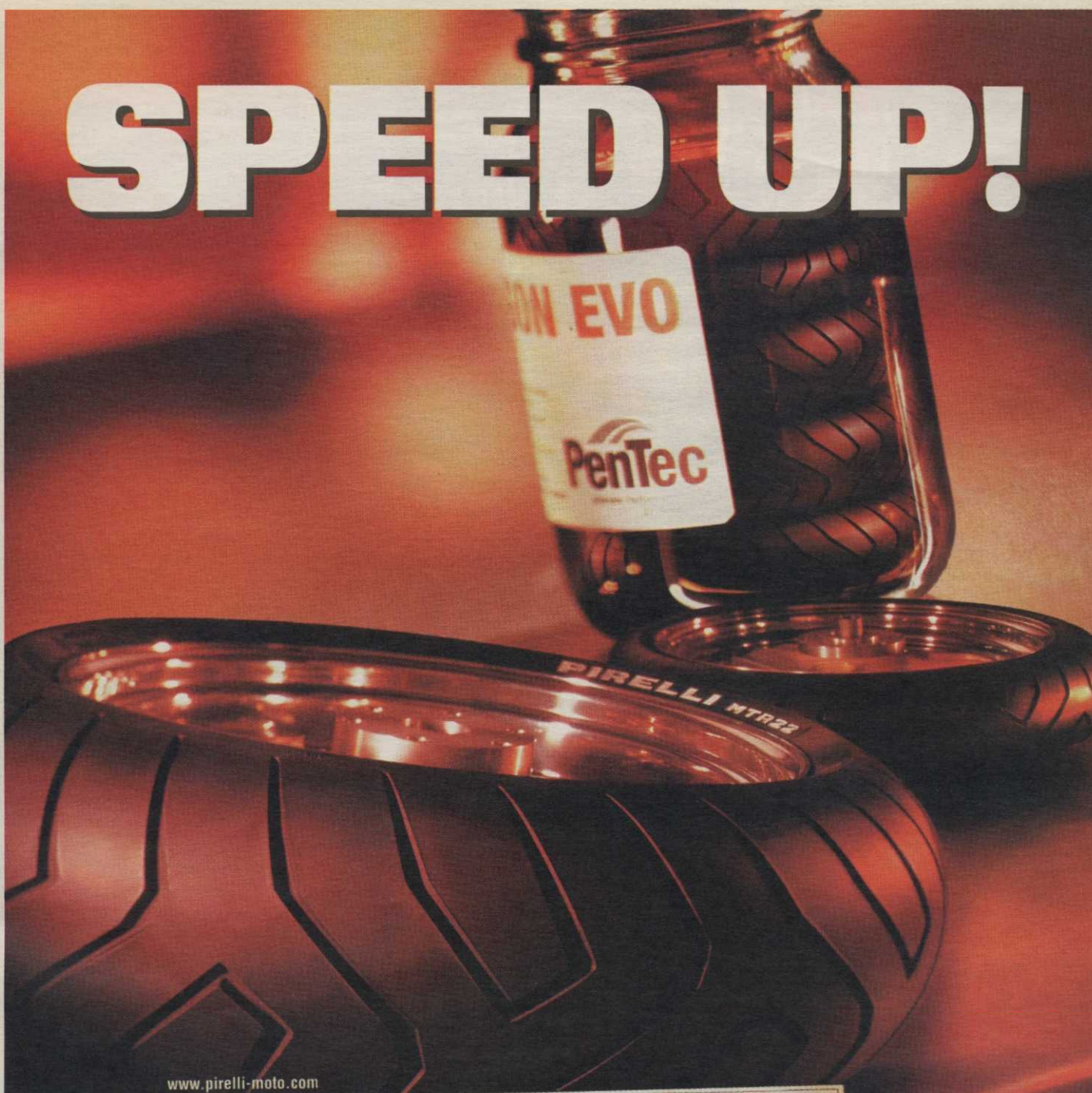
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WHEN MOST KIDS HIS AGE WERE LUCKY TO BE RACING ON WEEKENDS AND SPENT MOST OF THEIR TIME ON SCHOOLWORK, 16-YEAR-OLD JASON DiSALVO BECAME A JET-SETTING INTERNATIONAL RACER. HERE, IN HIS OWN WORDS, IS THE STORY OF HIS 2000 SEASON, WHICH HE SPENT COMMUTING BETWEEN NEW YORK AND EUROPE, WHERE HE RACED A HONDA RS125 IN BRITISH, SPANISH AND EUROPEAN CHAMPIONSHIP EVENTS. FOR 2001, DiSALVO IS COMPETING ON A HONDA RS250 WITH A FULL A-KIT. HE STARTED HIS SEASON AT DAYTONA, WHERE HE FINISHED A CLOSE FOURTH IN THE AMA 250cc GRAND PRIX RACE.

It had been the plan from the very start to go to racing in Europe. We hadn't targeted the British Championship, but since it was an English-speaking country, it seemed to make sense. In our visit the year before (1999) to the Grand Prix at Donington Park, we met some people and set up some contacts. So the British series just seemed to be the way to go. The British series is tough in the sense that some of the riders know the tracks very well or some of the tracks are better suited to some riders. There's not a whole lot of tracks where a lot of good riders could go there and run really fast. We met our mechanics, Marco "Brains" Woodage and John Mowatt, in Brazil at the end of 1999 when I was running as a wild card in the South American GPs at Rio and Argentina. They were recommended to us by our past agent. Brains and John both spent two years working with the Millar 500cc Grand Prix team. Brains was the crew chief of that team.

To prepare for the season, I tried to get all of my exams at school out of the way before going over to Europe, but that didn't go over too well. I ended up having to make up a few of them. Next, we tried to get some pre-season testing done. All we did was go out to Las Vegas to ride with Freddie Spencer and a race weekend at Willow Springs. In March of last year, we went down to Daytona for the Spring CCS round. I won the 125cc race, but in the 250cc race, I was behind Chuck Sorensen. We came out of the west horseshoe and I high-sided. I broke my hand. That really sucked. That did me in for the Daytona AMA 250cc Grand Prix race, and I missed the opening British round at Brands Hatch. So I started my first full racing season overseas behind in points.

The first British series race I made was at Donington Park. We had gone there to watch the Grand Prix last year. It was definitely neat to be on the same track that the GP guys run on. When I first rode on the track, however, I was thinking, "This track sucks!" I don't like that track. The corners are all weird. They look like you can take them at fourth gear pinned, but you get in them and you end up in second gear just puttin' through. You go to get on the gas, and they tighten up even more. Then you're out on the rumble strips cursing in your helmet. All of the corners at that track are a lot more technical than I was used to. Everything is blind or a decreasing-radius turn, and that chicane there is pretty tight. It doesn't look that bad when the 500s go through there on TV, but that sucker's really tight. Because it's next to an airport, the surface is really, really slippery. Up until the last qualifying session, it was dead slippery. I couldn't get any traction.

It didn't go so great because my

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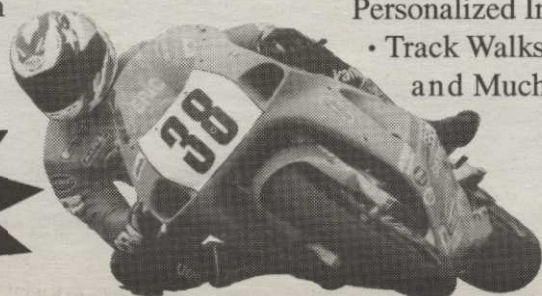
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Jason's Big Adventure, Or, A Young Gun In Europe

By Jason DiSalvo



Jason DiSalvo (40) leading Kenny Tibble, Paul Robinson and Alan Green at Snetterton. Tibble and DiSalvo battled the entire race, and DiSalvo ended up second. Photo by CameraSport.

hand was still really bothering me. I still couldn't brake really hard into corners. I think I qualified about 16th, about three seconds off the leader's pace. My lack of track knowledge was hurting me. Also I think I was a little ahead of myself thinking of how good I was going to do. I mean, last year (1999) I came over and raced at Oulton Park and got seventh straight away. I was thinking that I would just come over and blitz them this year (2000). With all of that, my hand hurting, and the fact that my bike still had the stock engine; my head just got fried. I just psyched myself out. We started making too many changes to the bike and everything just fell apart.

So I had to start from the fourth row. I got a good start and moved up to about eighth on the first lap. Then I ran off in turn one and crashed. I rode back around to the pits because my handlebar was bent. We straightened that, and I went back out. I ended up going about a second faster than I qualified after the crash, but I didn't finish in the points. That weekend just sucked!

We went straight from there to Italy. We drove down in our big truck and

it was really cramped. Well, it wasn't that bad because it was one of Cruise America's Renegade Mega Mover things with big living quarters up front and a big garage thing in the back, but my parents rode with us. Later in the year, my parents drove around in their own car while my mechanics and I just kind of did our own thing. We went through the tunnel under the English channel, the "Chunnel", to Europe. We had to load our truck onto a flatbed train car with all of the other semi-trucks because it's 43 feet long.

The drive went a lot longer than we thought because we kept getting lost. Everyone took turns getting lost, I mean driving. We ended up dinging the truck twice in that one trip. There were these tight toll booths and our truck has a really wide swing to it. When we were coming out, we went to turn and hit the back of the truck on the other side of the barriers. We don't know how the other ding got there. We just found it. It probably got scraped by another truck somewhere along the way.

Our truck got a lot of attention at the track. We even caused an accident in Italy. We were leaving the track



"(At Snetterton) the press really started to pay attention to me. I got to do a TV interview with Claire Smith, a pretty foxy reporter from Eurosport." Photo by CameraSport.

and everyone was watching us and not moving. Then people from behind just came up and plowed into them. It was like an eight-car pile-up. One time we pulled into this little village, and people started coming up to the truck because we had California license plates. This lady was trying to talk to us in Italian, but the only English she really knew was "California" and "Hollywood".

The race in Italy was at Vallelunga. The track was more like an American track. It was built onto an old oval. There were a lot of transitions of pavement and camber. A lot of the European series tracks were crappy, even the English series. There were not a lot of high-class tracks. Some of the circuits weren't much better than the old Summit Point. But then there were some tracks like Silverstone where they run Formula One car races. Or when we tested at Brno in the Czech Republic. That track was incredible! It's probably about four times as wide as the tracks here. But Vallelunga was pretty narrow and tight, not what I expected before coming over here.

That was the first race that we got our kit for the bike. So I didn't get too many laps. We could not get it to run.



"After the ceremony (at Silverstone), there was this reporter there. For like 20 minutes after the race, he just followed me taking pictures of everything I did. Finally, I got fed up with him. I got up, bent over, pointed at my ass, and he took a picture of it. I think the whole time, he just wanted a picture of my ass because then he stopped taking pictures." The Japanese characters on DiSalvo's leathers translate to "See Ya." Photo by CameraSport.

We seized like five times, and I crashed twice. I went down in the first practice while I was learning the track. There was this little chicane, and the bike kind of got light at the exit and lowsided me. Then I was on my first flying lap of the whole weekend, and it was in the last qualifying session. I was behind one of the faster guys. He qualified like fourth, and I had caught him on that lap. The bike was finally running and running really strong. We came out of this little first-gear corner, and I high-sided myself to the moon. I remember that crash really vividly, too. The bike went out from underneath me, and I went straight up in the air. I wasn't hardly moving forward, just straight up about eight feet in the air. I just watched the ground come back at me. We didn't qualify for the race. It sucked. We didn't even stay to watch the race.

At this time, my family and I were still commuting back and forth from our home in America. It was hard to get used to the time differences. I would fly back home and have to go to school the next day all jet-lagged. I still go to a regular school all day with other kids and stuff. It's good because I still get to see my friends, but it's not easy to balance everything.

Thruxton was the next race in England. Thruxton was a really crappy track, and it was fast. One section was identical to Willow Springs' turns eight and nine. It was made out of an old airfield with two big long runways connected by one big turn. We were running the same gearing, gears, and rpm as at Willow. And it was pretty bumpy, too.

We missed the first day of practice because I had to stay here for an exam at school. Then it rained a bunch at the track. It rained all through practice and dried out for the last qualifying session. So I didn't qualify too well, like 20th or something. But the Sunday morning warm-up was dry, and I ran fourth-quickest in that session. It was a tough race trying to get through traffic. I ended up 13th after a guy was disqualified for passing under a waving yellow or something. We flew straight home after Thruxton. Between Thruxton and my next race, I had my prom. Me and my girlfriend, Julie, went. It was your pretty standard prom. We got

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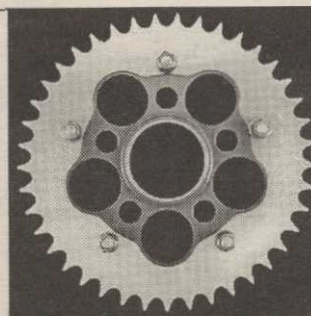
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DiSalvo

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a stretch limo just for us. It was a good time. Then I had to fly to England the next day, feeling less than my best.

I just started to get adjusted to life in Europe after Thruxton. Driving on the other side of the road was definitely weird. I started to drive quite a bit halfway through the season even though I wasn't legally allowed to drive over there. I didn't get to see a whole lot. A lot of times we were just going from one race to the next. We were pretty much living out of hotels near the track. The hotels in Europe are smaller than ours and don't have air conditioning. There's no big hotel chains over there except for some Holiday Inns.

The next race was back at my new home track of Oulton Park. Oulton's a pretty crazy track. It's pretty fast with a lot of blind corners. At the second race of the season at Oulton, there was a spectator killed and it wasn't even a Superbike race or anything. It was on the warm-up lap of the Aprilia Cup Challenge race. I guess the bike slid and jumped up and got them.

I was so looking forward to the race at Oulton, but the first session until qualifying, I just couldn't get going. I was 17th fastest at that point. Then in the last qualifying session, I strung together a load of fast laps and ended up seventh on the grid. In the race, I was third into the first corner, but I was in a pack of four. We were just going back-and-forth in the draft on the straightaways. I was at the end of the pack in third until the end of the race. I didn't protect my inside in the last corner, and I got knocked off the box

point was, did I use the rear brake.

The press over there did give me a hard time for openly having an A-kitted bike. The top five guys were all on kitted bikes. But the thing is they weren't legal kits. They got them through people instead of directly from the factory. So they don't say anything about them because they're not supposed to have them. So they all point a finger at me because everyone knows that I have a legal kit. But there are no written rules saying that you can't have a kit. It's easy to walk through the paddock and you can tell from the angle that the pipe is set at whether they have a kit or not.

The difference between a kitted bike and standard bike is pretty significant. Maybe not so much on the slow tracks with low speeds and tight corners. But on the big tracks where you really get to wind them up, they're quite a bit faster. For instance, I did 1:33s the last time I was at Road Atlanta on a 125 in October 1999. If I went there with my kitted bike, I could probably do 1:30s. It would make a big difference there with the big uphill sections in the back. Off the bottom, it's not very good. In the midrange, it's okay. On the top end, it's phenomenal!

My bike started to lose power at the end of the race at Oulton when we nipped a ring. We finally got a good baseline engine setting but really hadn't got the bike up to full power yet. It would make good power on the dyno, but at the track I would just barely be in the top 10 on the speed charts. So we kept looking to make the bike better.

The next event was at the Hungaroring, and we hired two new people for that race. We met a guy at Oulton



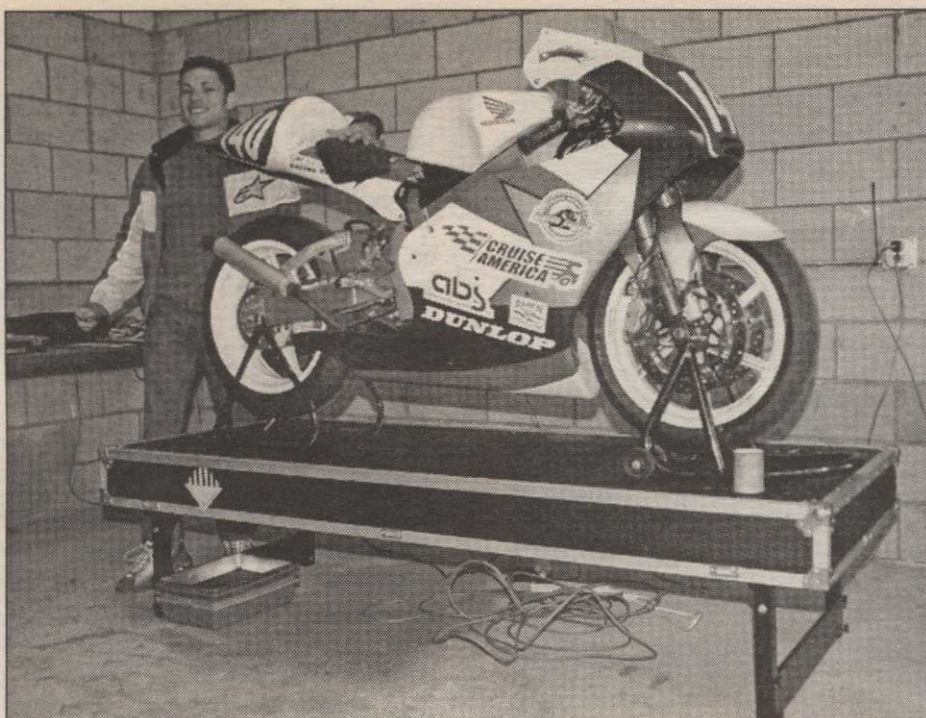
"The next race was at Silverstone. Everything went perfect. I was fastest in every session by about a second. I qualified on pole..." Photo by CameraSport.

to fourth. We were still pretty excited after that. Things were starting to go in the right direction.

That's when the press over there started paying attention to me. It was different over there just because there are so many magazines. They weren't even all magazines, either. We did a lot of stuff with some websites as well; www.superbikes.co.uk set us up with umbrella girls, or Rally Girls as they're called in England. The owner's wife works for a modeling company. They took care of all of our Rally Girls. Some of the girls they sent out were pretty hot, but some weren't. I didn't really get any hook ups because I have a girlfriend. The attention of the press was pretty cool for a couple of races, but it got annoying after a while. The weirdest thing that they asked me to that

Park named Chris Palmer. Palmer was the National Champion from the year before. We hired him as kind of a consultant and suspension set-up guy because he helped us at Oulton Park, or so we thought. It turns out that he didn't know very much. He was a good rider, but I think he just held on for the free hotels so he could go party. I mean, he brought a bunch of porno DVDs along for the trip.

So the Palmer guy was always going out at night from the first day. The night before qualifying, he went out in Hungary looking for a night club. He ended up finding a titty bar...well, a brothel/titty bar. He ordered a bunch of drinks, and ordered a couple for some girls. They didn't tell him that the drinks cost about \$200 a piece. When it came time for him to take one of the girls



Mechanic Marco "Brains" Woodage with Jason DiSalvo's RS250 Honda in a garage at Willow Springs, early in 2001. Photo by Brian J. Nelson.

upstairs, they wanted him to settle his bar bill first. They told him how much it was and he didn't have enough money. So they tell him they're gonna take him to an ATM so he can get them their money. He says let's call the police. The police were in on it, though. The police said let's go to the ATM so you can pay these guys off. Then Palmer says, let's go to the British embassy. They ended up arresting him. He finally came back to the hotel half-drunk in the middle of the night and woke everybody up because he needed money for taxi fare. After that he got sacked.

The other guy we hired to help us with suspension was a German guy named Mario Rubatto. Rubatto was our suspension guy most of the rest of the year and also turned us on to a lot of fads like coated pistons and doing endorsement deals. Mario spoke like three languages fluently and had good parts connections. One time he hooked us up with this trick anodized clutch kit that would have me wheelieing my 125 off the starts. Rubatto had his own team for a while and almost won the 125cc World Championship with Tomomi Manako in 1998. That was when Kazuto Sazata was disqualified for illegal fuel, lost the Championship, then got the Championship back when they tested a second sample of his fuel. Anyway, Manako was Rubatto's rider that year.

So after Mario did the suspension at the Hungaroring, he tried to carburete the bike because he told Brains that he didn't know what he was talking about. And we seized in a big way! We went down four sizes on the main jet. Then we went out and the bike was a rocket ship for a lap-and-a-half. I came onto the front straight and passed like five factory Aprilias. Then it seized going into turn one. I didn't catch the seize. It still locked up, but I saved it from pitching me. It was a big mess trying to get the bike to run right. I ended up qualifying about 12th. The race didn't go much better. I was running around by myself, and someone was coming up behind me. It was a guy I knew, one of the Italian front-runners. He had run off and come back on behind me. I thought that I was in last place and about to get lapped. So I pulled off. As it turns out, I was-

n't last. I was actually in a points position. I regretted that mistake.

Another thing in Hungary, we were walking around in Budapest, which is right by the track. There were these slots cut into the wall. They said it was for people to drop their unwanted children. I was like, "Okay?! No seriously, what is it?" They said it was true. There was one like every other block. I guess they send the kids to orphanages or something.

The next race was in Croatia. I guess when you fly into Croatia it's a big to-do. I guess it's because they just had a war there and stuff. Before we left, I went on the internet to check it out. I didn't want to be on the track and have bombs start dropping all around. But flying in there would be a big hassle. So we flew into Italy and drove to Croatia. It turned out to be pretty normal.

The track in Croatia, Rijeka, turned out to be a pretty good track. I heard a lot of good stuff about it. It has some fast corners and a lot of grip. We finally got a good base setting for the motor. I was fourth-fastest in practice on the first day because I had an been there for the extra first day of practice that not many people knew about. We slipped back a little bit as people started going faster. I qualified like 12th and ran about eighth in the race. I was going into the last corner on the first lap, and the throttle stuck wide open. I was trying to go from top gear to a second-gear corner. I guess a piece of debris got in the carburetor because I shut the throttle off and the bike just kept going. I sat up and the bike just went straight. I think I moved up to fifth just before I ran off the track. I was hard on the brakes, but I ended up taking two other guys out. I just broadsided them. There was no place I could go. I got banged up a little bit. When the bike was on the ground it was still going full throttle on its side with the wheel spinning. I hit the kill switch and just walked away. One of the guys I took out, a German guy who's in GPs now, came over to me. The dude was ready to kick my ass, yelling in German, and all I could do was point at the bike and say, "I'm sorry." By then

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DiSalvo

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Brains came around on the scooter. I hopped on and we peeled out.

I had to fly home right after the race to take more exams back at home. These were the Regent's exams. If you don't pass these I think they kick you out of New York or something. Then I went back to the U.K. for a test at Snetterton. It was like an open track day with streetbikes and everything. Vicky Jackson-Bell came over. So I was chasing her around. I was just goofing off doing wheelies and stuff. I decided that I was going to pass her and get a good flying lap in before the end of the session, but there were three big bikes between me and her. I was running out of time and needed to get by them. So we were coming off this fifth-gear straight into a first-

paint job on his truck. We got to hang out with the Modenas guys and some of the guys that worked with Kenny Roberts, Jr. It was cool when we lined up for our race because Rossi and KRJR were standing on the wall. I was like, "Sweet!"

Our hotel was like the center of everything. The first day there weren't too many people. By the fourth day, we had to park about a mile away from our hotel and walk to get there. It was crazy to see that many people at a race. There were like 100,000 people there.

I qualified about 15th for the final. At the beginning of the race, it was barely raining. We were sitting on the line because they were holding us. They weren't sure whether to declare it a wet race or not. We were trying to decide what tires to run on. The track was still pretty wet. There was standing water on the track. So I wanted full wets. But



Jason DiSalvo on his 2001 RS250 during pre-season testing at Willow Springs in January.
Photo by Brian J. Nelson.

gear corner. I broke so late that I passed all four of them. I blew my drive out but stayed in front. Still to this day, my mechanic says that was the craziest braking that he ever saw. It didn't seem like it was that big of a move.

The next race was Assen. We were running at the track the same weekend as the World Championship Grand Prix. Our race was on Friday, and the GP was on Saturday. We had separate practices and separate paddocks. We were actually outside the track in a spectator area. We couldn't even go into the other paddock without special passes, but our team had the passes. So we got to go in and pal around with the GP guys. I saw Brains' old team boss, Joe Millar. The guy was like 112 years old. Brains was talking to him. I was just standing there looking at the guy. When we walked away, I asked Brains, "Is he gonna be okay? Should we get a doctor or something?" The guy was ready to keel over. When Brains was working with him the year before, the guy had three heart attacks through the course of the year. One time, Michael Rutter crashed the bike. When Millar saw the crashed bike come in, he had a heart attack.

Everything wasn't like the GPs I went down to in South America. Those were "fly-aways" with everyone working out of storage containers and boxes. At Assen they had all of the big trucks. Max Sabbatini had a crazy fluorescent

Brains said, "You're gonna have to trust me on this one. Slick on the front and a cut rear on the back." I was like, "Are you crazy?" I was looking around at everyone else with wets on, but he said, "Trust me." So we ran that combination.

I was second going into the first corner. I passed into first on the back part and led the first lap, but coming out of the chicane, I almost high-sided. Basically, it was pouring rain and I was on slicks. I got passed by two guys who were on wets, but stayed third for most of the race. I would go through those fast corners and the bike would just sort of hydroplane a bit. The bike would be moving around underneath me in fifth gear. It was pretty crazy. Then it started to dry up. I should've been able to go faster, but I wasn't able to get going again. I moved back to fourth, got third back on the brakes, but ended up fifth. So we were really happy with that. I mean it was a fifth in the European Championship in front of all of the GP teams.

Then we went back to Snetterton for the race. It was kind of a shitty track. It had two straightaways and all right-hand turns except for one. I don't know if that's possible. Well, I guess there was one part that we were braking on a left-hand bend and there was a chicane. At least the pavement wasn't that bad. Vicky Jackson-Bell was going to run that race but got taken out on the first day of practice. She said that it was probably the worst

impact that she has ever had. She broke a finger and got bruised up pretty badly.

I qualified 11th for the race, but when the green flag flew, me and Kenny Tibble broke away. He was the series leader at the time and ended up winning the Championship. We did our own thing drafting back-and-forth. I led him on the last lap, but he just got me on the back straightaway with the draft. I was a little disappointed, but it was my first podium in Europe. Now the press really started to pay attention to me. I got to do an TV interview with Claire Smith, a pretty foxy reporter from Eurosport. Things were starting to look up.

By this time, we were living in England full-time. It was really cool. We lived in a town called Longridge. It was near Blackpool and about 40 minutes from Manchester. The town was a lot like the town I live in here—quiet but really boring. The longest we had to drive from the shop to any of the British rounds was about five hours. We had an apartment over a TV store. So we had TVs in every room of the house. My mom and dad had a yellow TV with a matching remote. We only had like four channels, but British TV is pretty cool. It's bit more liberal than American TV as far as showing nudity and profanity. There's generally something on to watch. I didn't get to see much of the country because I spent most of my time in the shop or on the phone to my girlfriend back in America. I really didn't do much. I would go running to stay in shape. That's about it.

The next race was at Silverstone. That was cool as shit! We got there Wednesday for a Honda day that was for Fireblade owners. We got on the track with them. It was me and Leon Haslam. Leon had won the race there last year I think. I pretty much just followed him around until the end of the day when I started going faster than him. The times that I was doing would win the race. Me and that track just clicked in the biggest way possible. The track was so smooth and really flowing. There were so many places where you could be on the brakes all of the way to the apex then straight on to the gas. According to Freddie Spencer, that's pretty rare nowadays.

Everything went perfect. I was fastest in every session by about a second. I qualified on the pole by about 0.3-second, but the second guy had done a one-lap wonder. Being on pole was cool. They provided this pretty blond Rally Girl and the TV cameras were all around me. They televised all of the races across Europe on Eurosport TV. The race was a one-sided thing. I just led from the start and did my own thing. I was 1.5 seconds out front in the first four laps. I didn't run the fastest lap, but I just stayed consistent and extended my lead to like 12 seconds. On the last lap, I did some wheelies and stuff that dropped my lead to six seconds at the flag.

It was what we had all been waiting for. But it was actually a bummer after the race. Right after my race when I was on the podium, they announced that Joey Dunlop had died. I was peaking by winning my first British Championship race, and their National hero had just died. Everyone over there worships him. So everyone went from being really happy to being in tears. I was

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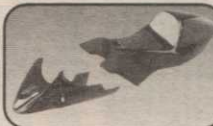
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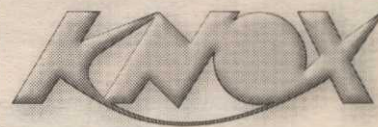
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DiSalvo

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standing on the podium watching a crowd of people cry. It was even worse because the guy in second was Joey's cousin.

The podium ceremony still went on. I got a wreath from Dunlop and a pretty big trophy. It wasn't any bigger than a WERA National trophy but it was just nicer. I got to spray the champagne and to take a lap around the track in the back of a convertible with a half-dressed Rally Girl. So it wasn't all bad. After the ceremony, there was this reporter there. For like 20 minutes after the race, he just followed me taking pictures of everything I did. Click, click, click. Finally, I just got fed up with him. I got up, bent over, pointed at my ass, and he took a picture of it. We put it on our website. I think the whole time, he just wanted a picture of my ass because then he stopped taking pictures.

After Silverstone, we went straight to Carole, France. By now, my parents had their own car. So my mechanics and I got to drive down there by ourselves. So we drove through Paris and saw some stuff. The track at Carole was probably the crappiest track that I've ever been to in my life. It was worse than Indy Raceway Park. First of all, it was really a go-kart track. Even with the shortest gearing on, I didn't get out of fourth gear the whole time. The pavement was bad. And on top of that, there was about a foot of water covering the track the entire weekend.

It dried up for qualifying, and I started from the fourth spot. They had to stop the race about halfway through because of a five-bike pile-up in one of those tight corners right in front of me. We re-started to finish the race on aggregate time. I didn't do very good in the beginning of the race. I started on brand new wets and it's hard to get them bedded in right away. So I didn't start to come on until about a quarter into the race. On the re-start, I was just ripping around in third place, but I ended up sixth when the times were combined. It kind of messed with my head because I thought that I was in third. I was kind of bummed. After the race we just went straight home to England.

We picked up my girlfriend Julie before the next round at Oulton Park. It was Julie's first time outside of the New York area, and we had a great weekend. We were about 10th in practice most of the time. Then in qualifying I did a one-lap wonder myself and moved up to second on the grid. We were only 0.02-second off the pole position of Leon Haslam. In the race, there were a lot of guys battling it out. On the tape of the race, there was like a 10-bike train within a second of each other. I was everywhere from first to fifth at one point. I moved up to first with a lap-and-a-half to go and held it all of the way to the end except for the last corner. A guy snuck underneath me, but I got him back on the straightaway and took the victory. I only led three laps out of the whole race, but I won. Leon actually ended up finishing fifth even though he led most of the race. This time I got to really enjoy being on top of the box and the celebration. For the record, nothing ever happened with my girlfriend in the team truck while the mechanics were driving. Those rumors are definitely

false. I'm denying all allegations.

We went to Cadwell Park next for a half day of testing. That track is absolutely insane! I'll take you through a lap. Coming out of the pits, there's a second-gear up-down. It goes up and turns right, then down and left, up and right, down and left, and then you have a tight, right-hand hairpin. Then there's a little short chute, maybe second gear. Then another second-gear right-hander. Next is a long straightaway with a sixth-gear, wide-open corner at the end. You have to set up well for the next, third-gear, right-hander out onto the back straight. When you come onto it, you're faced with about 300 feet of straightaway before a hill that is more like going straight up a wall. Just looking at it, you're like, "Whoa!" The track just goes straight up almost. You hit it in sixth gear, but you have to back shift to fifth. As soon as you crest the hill, there's second-gear, right-hand, decreasing-radius turn. You go up through the gears and through a fourth-gear chicane. Then it's down a big hill into a first-gear corner. You have to get hard on the brakes, but you have to watch it to make sure that you don't flip over the front wheel. You come out of that slow corner onto another fifth-gear straight before braking for another second-gear right. Then it's left up a hill, right over another hill. When you come over the second hill, the bike comes off the ground. The Superbikes were getting like about 18 inches off the ground. The best I mustered was about 6-12 inches. Like I said, it was insane.

After that we went to Most in the Czech Republic where our season started going downhill. The track was pretty crappy there because they have those big semi-tractor races there. Those things tear up the pavement with big cracks and ripples in the braking areas. Qualifying went pretty good. Even though I crashed in the session, I came back to get eighth on the grid. In the Sunday morning warm-up, the European Series leader at the time, Diego Giugovaz, was like, "Yeah, come out and follow me for the first few laps. I've got to break my bike in." I was talking to Brains. Brains said, "Okay, whatever Diego does, you do. If he pulls in, you pull in. Whatever he does, you do. Just follow his lines around the track and maybe we can get a top three." Diego was breaking in, so he pulled in after a few laps. So I pulled in right to his garage, too. It was pretty funny. I was sitting on my bike waiting for him outside of his garage. So we went back out again, and he finally got going. On our first fast lap, we were going into this sixth-gear wide-open corner. There was a wet patch there. He went through it and got into a big slide. He just barely hit the curb and went off a little bit. I went through it, and it just spit me in the air. I high-sided in sixth gear at full rpm with fast gearing. It just launched me. I landed and tumbled and tumbled and tumbled some more. The bike went straight up and down into an Armco barrier and snapped in half! The head stock snapped right off, broke the engine free from one of its mounts, and destroyed everything that was worth anything. The only thing that I think was useable was the rear sprocket. I was fine luckily, just a little shaken up.

At the time, we had two bikes, but we hadn't been keeping the B-bike up to date with the new kit parts that we would get every other race. So we



Jason DiSalvo and his crew of mechanics pose with an antique tractor at Willow Springs Raceway during pre-season testing. From left, Marco "Brains" Woodage, DiSalvo, Paul Snell and John Mowatt. Photo by Brian J. Nelson.

had to switch motors with what we could. I got a good start and was second into the first corner. I was third after one lap but just went backwards from there. Sixth, eighth, 10th, 12th, but I stuck it out and finished. I learned my lesson about pulling off earlier in the year. I ended up 32nd. The bike was bad and my head was just not right.

After Most, we went and tested at Brno for two days. That was wild! That track equals Road Atlanta as far as my favorite tracks go. It was so smooth and wide and fast. One of the big problems there is you can't trail brake into the corners. If you trail brake in too much it will ruin your front tire. You just got to pitch it in and scrub off speed with the front tire and a little back brake. We were using hard-compound fronts and still tearing them up. It was weird at first. The track was so wide that I felt like I was lost. You would come up to a corner, and it would be so wide and flat in places that I couldn't tell which way the track went. In the end, we got down to some good times. We went faster than a 125cc World GP guy who was there testing. We were also sharing the track with a German riding club, but they didn't ride so much. They pretty much just watched us.

From Brno, we went straight to Knockhill. I guess the bike and I were still a bit off. We were having problems with the acceleration of the bike. It wasn't pulling through the lower gears. It rained in the first practice Thursday, so no one really went out. Leon Haslam and his dad went out and his dad crashed. In Friday practice, I went out and was fifth fastest. Then I had a pretty big highside coming out of a first-gear corner. I kind of messed my shoulder up pretty bad. One doctor said that it might be dislocated, but another said it wasn't. All I know is that it hurt bad for a really long time. The pain held me back a little bit, but the fact that I was tentative coming through that corner from then on hurt me more because it led out onto a long straight.

I qualified seventh and ended up eighth in the race. Early in the race, I was running fourth. The guy that was in second ran off the track and came back on right in front of me. I almost hit him and had to shut off. A bunch of people passed me right there. I just stayed where I was after that. I could-

n't pass anybody.

I went back to the States after that race. There was a big gap in the schedule. So I went home to just hang out with my friends.

The next race was at crazy Cadwell Park. I qualified fifth for the race and within a second of the pole-sitter. When I was on the pre-grid for the start of the race, the bike died. We couldn't figure out what was up with it. It just wouldn't start. So we switched to the back-up bike which was set up for rain. We put slicks on it, but it still had the suspension set for rain which is really, really soft. Then on top of that, I had to start from pit lane. So I was at the back of the pack. I started to work my way up a little bit, but I ran off over the jump. That was kind of scary. I went right past a lake, and when I came back the bike was all airborne and stuff. I was way back after that. Kenny Tibble was back there with me. He had a broken toe. So we just went back and forth and battled for dead last. I think I finished 26th.

The next British round was Mallory Park. That was another crappy little track. It had an oval with another section after it. It had a fast right-hand turn a little bit slower than Willow. I was pretty fast there. Then it comes to a fourth-gear chicane that leads you to the slowest corner on the face of the planet! There's a steel wall maybe three inches wide that runs down the center of the track, too. You go down it on one side and turn around and come back up the other way. I think it was 15 mph on our data acquisition. It's weird it's so slow. So you clutch it out of there and go into another chicane surrounded by walls.

The bike was giving us trouble again. It kept cutting out on us at top speed in sixth gear. It would do okay until 12,500 rpm, then it would die. We had a lot of trouble figuring that out. It ended up having something to do with the air in the airbox decompressing and not letting the fuel get into the carburetor. We got it sorted out for the race, but I had qualified way back in 11th or 12th. The race was all about passing people on the brakes into that little hairpin. I had to make some do-or-die maneuvers in there, and I almost ran off twice. I worked my way up to fifth for a decent result.

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DiSalvo

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The next race was at Brands Hatch on the short course. Since I had missed the opening round of the series at Brands, I was a little behind the pace to start. I did okay, though. In practice, I was second fastest behind Leon until qualifying where I moved down to fourth. The race was actually going okay until the first corner. It was pouring down rain and I went into the first corner leading. Michael Laverty came from like 12th place on the grid and passed everyone on the brakes into turn one. I don't know if his head went off or he just forgot to shut off or what, but he hit me. I went off the track, and he crashed. I went all of the way back to 15th. I ended up in 13th. It kind of sucked. The press just seemed to forget about me then.

The next race was a European round in Portugal at Braga. I don't remember a whole lot about that track for some reason. It was really fast and flowing, but it was bumpy and the pavement was shitty. I was doing good through practice and qualifying. I was eighth fastest on the grid and looking for a good result. In the race, I was running in fifth. I was having a tough time because there were these emergency trucks in the infield that had their yellow flashing lights on the whole race. It was distracting, but I was getting used to it. Then out of nowhere, this guy rams into me from behind. It bent my exhaust pipe up and tore something in my hip. It hurt too much to continue, and I pulled in. My body was starting to get pretty sore by the end of the year.

On the way back home, we ran into a protest blockade by truckers for fuel. Finally, we were able to squeeze through a gap with about one inch to spare on each side of the truck. They had a pretty bad fuel shortage in Europe all year. There were times that there wasn't any diesel fuel to be had in England. We would have to fill the truck up in France before we came back to the U.K.

We had a choice between the last British round at Donington or a Euro race. Since I was pretty far behind in the European series points and high up in the British series points, there really was no choice. We went to Donington, and it wasn't very good. We were struggling because it rained the whole weekend. Going down "Craners" and coming up "Starskys", the two flat-out sections for 125s, the bike would not hook up. The guys with standard bikes were at the top of the time charts. Everyone with bikes with strong power were down at the bottom. We struggled our way to a 12th-place finish. We got some points, but we dropped from fourth to fifth in the final Championship standings. We still went to the post-season party after the race at a discotheque and stayed out until three in the morning.

After Donington, I had to start flying back to America to start going to school again. In October, we went to the CCS Race of Champions at Daytona. We wanted to get some settings for the 250 for when we came back to race the AMA 250cc Grand Prix in the Spring. It was a pretty laid-back weekend at Daytona. I had a really good

race with Jeff Wood, Eric Wood's brother, in Lightweight GP. My bike was faster than Wood's, but he was just killing me into the chicane. I led out of the chicane on the last lap, and Jeff drafted me to the finish line. That was pretty fun and educational. After I was done with my races, we were going to go watch the Space Shuttle launch, but we never did.

We finished the season up by going to the last two rounds in the Spanish 125cc series. Albacete was tough to learn. It was a really technical track. The pavement was more or less smooth. But it had a mixture of slow and fast corners that really kept you guessing. It had a lot of fast corners, then you would come into a slow section. Then it would open back up into a fast section. It was tough to know when to go fast and when to go slow to get the best lap time. If you went really hot into a fast section, blew it, then came out onto the fast section at a slower speed, it would really wreck your lap time. It was a thinking track, trying to figure out where to push it and where not to make mistakes. I actually crashed in practice and brought it back up with my elbow. I came back in with this big scrape on the elbow of my new leathers. We qualified in 15th which wasn't so hot. I finished in 10th place which was good because that series is a bit harder than the European or British series.

Everyone was skeptical of my finish because my only two European series finishes, a fifth and a sixth, were both in the wet. I was running about seventh before the race got stopped about halfway through. I wear these Kushitani street riding boots. I love them because they are so comfortable, but they offer no protection and they fall apart like a Thailand watch. The boot ripped and got caught on the gear lever for like two laps. So I was stuck in third gear for like two laps. I dropped back to 12th where I started the second part of the race. It wasn't on aggregate times. In the second part, I moved up to ninth and ended up 10th.

From there, we went straight to Jerez in Spain. That weekend went fantastic until the race. I was generally in the top 10 for practice and stuff. Then in qualifying, I did a 1:51.1 or something that would've put me in the top 15 at the GP there. So that was really cool. My time got sixth in qualifying and on the second row. I out-qualified the Spanish Champion, and there were mostly GP regulars in front of me.

The silencer we had been running started to come apart before the race, so we switched it with a new one. What we didn't know was that we were putting on a modified new one because we didn't mark it in any way. We hadn't tested it on the dyno or anything and didn't know what it would do. So we didn't know that it was different. We thought that it was a regular one. It wouldn't have made a difference if we had known because we could've adjusted the engine for it. So in the morning warm-up, we couldn't figure out why the bike wouldn't run. It was popping and spitting and sputtering. We tried some jetting changes but nothing worked. In the race, it just kept getting worse, and I just fell back to finish 15th.

For these last two races, Rubatto wasn't with us. Mario had quit after he

and my dad had a falling out at the last British round at Donington. He was working for a rider that we had loaned a bike to for the two Spanish rounds. I beat his rider at Albecete and at Jerez, but they were having loads of problems in Jerez. They seized like four times during the weekend. Our whole dispute with Rubatto was that whenever I said the bike was bad, he would say that it was my riding style and not his suspension. For the last two races we did our suspension ourselves and it worked out okay.

About halfway through the Jerez weekend, we decided to go with 250 for the next year. We figured that we needed something new because 125s just weren't going anywhere. We figured that we would have a better chance for sponsorship in 250s. So we decided to make the jump. Then my dad got on the phone with Freddie Spencer, everyone started pulling all the strings that they had, and we ended up with two A-kits for this year. The kit came in this crate with a big HRC print on the side of it. Inside there were all of these little cardboard boxes arranged so neat and tidy and stuff. All of the boxes had my initials stamped on the top. When you get a factory kit, whenever there are new parts developed for the kit, you get those also.

I wasn't too impressed with Honda's old 250 with the single-sided swingarm. It just didn't work for me. It was okay for doing club racing stuff. As far as the AMAs, I couldn't push hard enough. The bike just didn't offer a whole lot of feel in the front end. The "007" bike was a little bit better but not enough. Basically they changed the geometry of that bike by jacking the rear up and planting the front more. It was good, but it was bad at the rear at the same time. These new bikes are great. They're just so stable. They have so much front-end feel. Right now with the standard suspension and chassis, they're the best bikes that I've ever ridden. They've out done their 125 chassis with the new 250.

Our test at West Palm Beach, Florida (last February) was the first time that I really got to open the bike up with the new kit. I could spin up the back tire any time I wanted. Like if I needed a direction change, I would just open the throttle just a notch more and BRRRRP! They carburete so much better than standard bikes with that magnesium carburetor. It comes on the gas so smoothly.

This year we are doing a little bit of everything. We started the year again at Daytona for the AMA 250cc Grand Prix. Then over in Europe, we are going to concentrate on the F.I.M. European Open series. We will also hit races in several of the National series like the German Championship, the Czech series, and we will test at any other GP tracks that we haven't been to yet so that we get some experience there. We will also do a few wild cards like the British GP for sure and a couple of others in the middle of the season. I don't know how well I will do, but our main goal for the year is to make it into the GPs. A few people offered me rides on 125s for this year, but we turned down all the offers deciding to take another learning year on the 250 and maybe go next year. I don't think I would've done that bad this year. No worse than Leon Haslam did. Don't get me started on Leon going to the 500s this year.

RW

RPM/WERA AT HALLET, OKLAHOMA
MARCH 10-11

Howard and Martins Score Double Wins In Wet At Hallett

By Mark Lopez

Ty Howard and Pete Martins found success in miserable conditions at Hallett Motor Racing Circuit for round one of the RPM/WERA Regional sprint series. Kawasaki-mounted Howard collected wins in A Superstock and Coca-Cola Formula One, while Martins came out on top in B Superstock and B Superbike on the partially-repaved 1.8-mile course.

Reigning Formula One Champion Lance led Martins, Abbott, Jamie Lane and Howard off the line in the Coca-Cola Formula One race. On lap two, Howard began his march to the front. Howard quickly passed Abbott for third on the inside of the turn-three left-hander, and then snuck by Martins a lap later on the brakes heading into turn eight. Howard took the lead from Lance around the outside of turn four on lap four and then powered away to victory. Lance was passed by the fight for third between Martins and Lane and eventually finished seventh. Martins held second-place late in the race, but was forced to fend off a late-race challenge from Lane. As they drove out of turn 11, down the hill to the finish, Lane got the better drive and took second by less than a wheel-length. Howard took home the \$1000 paycheck for first. Lane collected \$750 and Martins won \$500.

In A Superstock, Howard didn't get a great start, but by lap two he had already disposed of Martins, Abbott and 43-year-old Otis Lance and sped away to a convincing win. When Howard made his move to the front early in the race, Martins went with him and took the number two spot. But two laps before the finish, Martins crashed on the wet track. At the finish, Howard came in first ahead of Abbott, followed by Lance. Martins rejoined the race to round out the top five.

D Superbike Expert saw Bradley Champion rocket off the line first and never look back on his way to victory in the Expert class. A few seconds back, Todd Swearingen and Andre Espallat had a spirited battle for second place. Swearingen grabbed second from Espallat on lap six and the top three finishing order was set.

In C Superstock Expert, Al Shepard came from row three to lead the field into turn one. Shepard tried hard to run away from the field and pulled several seconds ahead of the pack before he completed lap one. First-year Expert Shepard was followed by Howard, Scott Stevens, Darren Behm, Craig Montgomery and Kevin Pate. On lap two, Howard left the others to battle over third while he began to reel in Shepard. With only three laps to go, Howard looked like he would run out of time before he could close the considerable gap to Shepard. Howard pushed hard however, and caught Shepard on the final lap. Howard took the lead on the back section of the track, and Shepard had to settle for second. Behm took third, holding off a late-race charge from Pate.

Shepard was masterful in C Superstock Expert, taking the front spot early in the race and pulling away to a convincing win. Abbott led the first wave into turn one followed closely by Shepard and Howard. By lap three, Shepard had taken first and pulled a big gap on Howard who in turn had a comfortable lead ahead of the dice for third between Abbott, Champion on a Suzuki SV650, and Pate. On lap four, Champion took control of third. In the end it was Shepard followed by Howard, Champion, Pate, and Abbott.

In B Superstock, Martins led every lap on his way to victory ahead of Shepherd, Lane and Lance. Martins stretched a good size lead on the pack two laps into this race, but Shepard caught Martins on lap four to make a race out of it. Heading into the last turn of the race, Martins was balked by a lapper, which let Shepard set Martins up for a pass on the drive down the hill to the checkers. But Martins won the drag race to the finish line and took his second win of the day.

RESULTS

FORMULA 1 EXPERT: 1. Ty Howard (Kaw ZX-6R); 2. Jamie R. Lane (Suz GSX-R750); 3. Pete Martins (Suz GSX-R750); 4. Marc Gifford (Yam YZF-R6); 5. Shannon Ball (Suz GSX-R600); 6. Al Shepard (Yam YZF-R6).

A SUPERSTOCK EXPERT: 1. Ty Howard (Kaw ZX-9R); 2. Greg Abbott (Suz GSX-R600); 3. Otis Lance (Suz GSX-R750); 4. Marcus McBain (Yam YZF-R1); 5. Pete Martins (Suz GSX-R750).

B SUPERSTOCK EXPERT: 1. Pete Martins (Suz GSX-R750); 2. Al Shepard (Yam YZF-R6); 3. Jamie R. Lane (Suz GSX-R750); 4. Otis Lance (Suz GSX-R750); 5. J.J.

continued on page 69



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No BS

continued from page 15

sented papers on countersteering at a motorcycle safety conference held in San Francisco. But despite that fact, and despite a report written on the conference by a then-much-younger Mr.

Editor Ulrich, it's still easy to find arguments over countersteering theory being waged with slide rules, formulas and calculators on various internet sites. Many theories exist, and all I can say is, argue on, boys.

Clear The Issue



Editor John Ulrich failing miserably to ride through a set of cones using the frame-mounted bars and Body Steering on the No BS bike, finally grabbing the conventional bars but still running into the last cone and crashing.



My job is to make riding simple and to clear up conflicting information that a rider may have on the subject of riding. Any confusion translates into reduced control, as in the lag from swoop to lane change, and confidence, as in the bike won't do what I want it to, when I want it to. Riders don't like the uncertainty, but do love the feeling of confidence. I decided to clarify this steering issue, body versus counter, in a very simple and very plain way. I reasoned that anyone who could see how it works and experience the real steering procedure would have dramatically improved their chances of survival against the perils of 21st Century Earth street-riding. Steering must be done and done quickly if a rider has any hope of confidently neutralizing those perils.

Expert Opinions

I was actually in a deep confusion on this subject of body-steering myself. Riders the caliber of Eric Bostrom have told me that they do it to some degree, to help steer. Freddie Spencer has made a statement to that effect and of course Reg Pridmore has made it the banner for his CLASS schools for 15 years. Jason's STAR school has been written up as teaching Body Steering as well.

With riders carrying great-to-good credentials like saying that it should be so, even I was a little shaken in my certainty. Maybe there was some-

thing in it after all. I hate to miss anything.

The Experiments

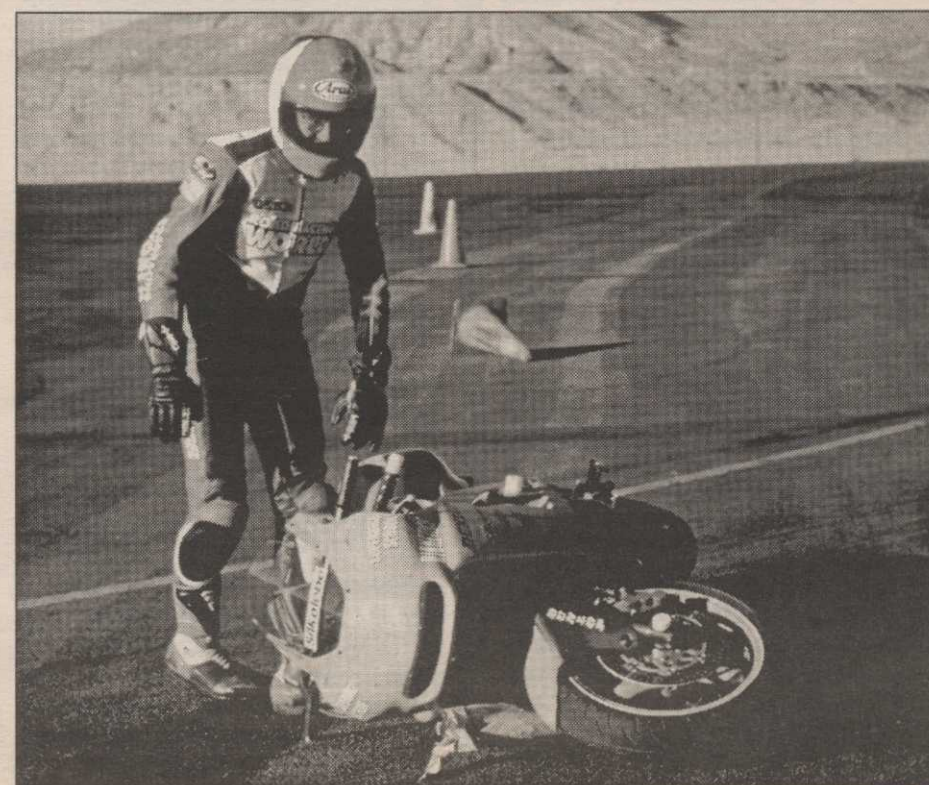
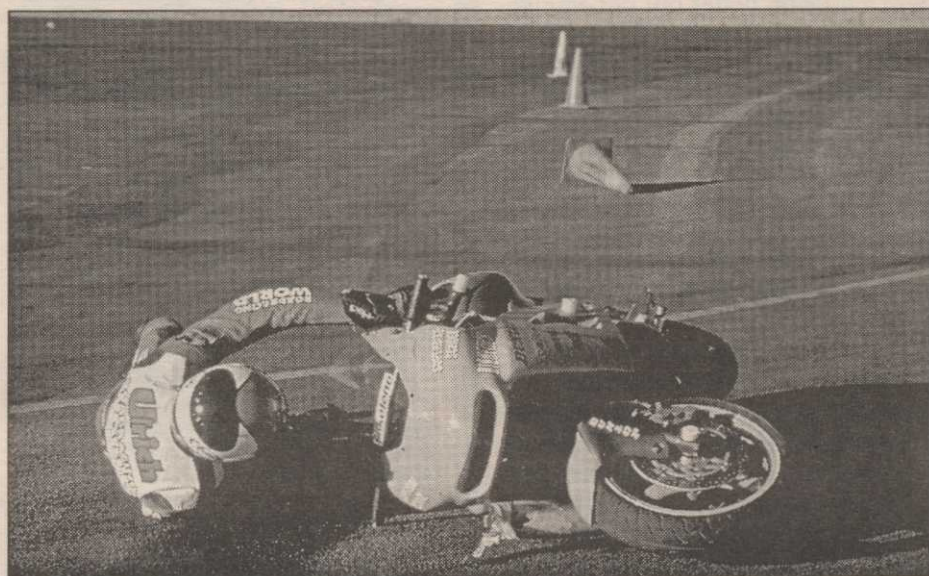
For my part, experimenting with pressure on the pegs, the tank, adjusting my body mass and combinations of all three on the bike resulted in nothing I would consider steering. In other words, something that could be used in an emergency maneuver or to aggressively flick the bike into a corner or through a set of esses. Eventually I arrived at a potential solution to my questions that would eliminate my opinions and/or misunderstanding on the subject.

The Solution

It is a simple idea: Make a bike that has two sets of bars. One set as normal, the other set solidly mounted to the frame so they were not connected to and did not rotate the forks. This, as my theory went, would answer the question. And it does.

The Machine

Taking one of our California Superbike School Kawasaki ZX-6Rs and solid-mounting a set of bars 8.0-inches above the standard ones would positively isolate the various body shifting from the countersteering. If body-steering had any effect it, would be simple to show it. I created a bike



with that set-up. One necessary detail was to mount an additional throttle on the upper, solid-mounted, bars—so the bike's stability could be maintained as the user rode down the road. So we wound up with two sets of handlebars and two operating throttles on the bike.

Dirty Exceptions

Before I go any further I want to address off-road motorcycles. An off-road motorcycle will easily steer when the rider presses down on the inside peg. In conjunction with shifting the upper body mass, it will go over pretty easily. Still not what I would call good control but it can be done fairly efficiently.

Again, I am not a true tech guy but it occurs to me that the small contact patch on knobbies or dual sport tires and dirt bike steering geometry, which is not intended to provide an enormous amount of stability at speed, contribute to the reasons why steering results from weight shifts to the degree it does on a dirt bike.

No B.S.

At this writing, we have run nearly 100 riders of all experience levels on this double-barred bike. It has made believers out of every single one—in the actuality of countersteering, of course.

Even at speeds of no more than 20 to 35 mph, no matter how much you tug or push or pull or jump around on the bike, the best we saw was that the bike wiggled and became somewhat unstable. Did it turn? Not really. Would it turn at higher speed? Absolutely not. Could you avoid something in your path? No Way. Could anyone quickly turn the bike? Hopeless!

The best result was produced by one of my instructors. He got into a full hang-off position and was able to persuade the bike, by jerking on it, to start on a wide, wide arc in the paddock at Laguna Seca, a piece of asphalt that is about 500 x 800 feet. Like turning an oil tanker ship, start at noon and be on the turning arc at around 1:00 p.m.. It wasn't smooth and it wasn't very effective.

We now call this bike "The NO BS Bike". There are no doubts in anyone's mind after they ride it that they have been countersteering all along. No doubts. You can hear riders, who believed in the Body Steering method, laughing in their helmets at 100 yards away once they get those solid-mounted bars in their hands and try to body-steer the bike. They just shake their heads.

No B.S.

Dangerous Misconceptions

Now if you want to look a little further into this, what you will see is this: Riders who still labor under the misconception that they body-steer are devoting themselves to a system that can do a great deal of actual harm.

continued on page 93



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FIRST PERSON / OPINION:

On Finally Doing Daytona

By Papa Thiam

I finally made it to Bike Week this year. Well, not quite, but this was as close as one can get, I suppose: I took the trip down to Daytona Beach for the CCS/F-USA races in the first week of March, catching the first couple of days of the famed week of motorcycle madness. Though enough things happened to me that week to fill a mostly-boring feature article, I walked away from it all with a couple of main thoughts.

First and foremost was a renewed appreciation for the exploits of world-class professional racers. Racing a mostly stock Honda RC51 at a depressingly slow pace, I still managed to scare myself enough times to realize how frightening a full-blown Superbike must be when running laps in the 1:50 range at Daytona. Yet, a series of laps that could exponentially accelerate the discoloration of my hair is merely another day at the office for those guys, and I don't believe that they fully comprehend how scary these antics are to the rest of us. Watching Scott Russell pass me on the warm-up lap of the CCS Supertwins race (he had let us second-wave Amateurs take off first, so as not to wait for us too long on the starting grid, I suppose) and wheelie away around the banking definitely sealed my pre-existing belief that I will never amount to much in racing. Not that I had any doubts prior to Daytona. But watching Russell enter the International Horseshoe sideways, and smoking his tire at the exit while converting a nascent tankslapper into a wheelie was nonetheless a humbling reminder of my own lack of riding talent. More demoralizing yet was the thought that a whole batch of even faster riders would arrive the following week for the 200.

On the one hand, I realize how ridiculous it sounds to feel inadequate when comparing myself to professional racers. But on the other hand, whether we race for a living or for fun, we all have the competitive fire in our bellies and simply don't like to admit that we're just not good enough.

The trip had started on a very philosophical note, as the driver taking me from Orlando to Daytona Beach drove past Halifax Medical Center, where NASCAR legend Dale Earnhardt had been pronounced dead just a couple of weeks earlier. I was given an additional opportunity to reflect upon this tragedy as I rode over Earnhardt's last skid marks in the tri-oval. I could not help but notice that they were curving straight into the wall, and I walked away from the first day of practice wondering why I do this. Why do any of us do this? Is racing really worth the risks?

Yet, as I took my helmet off after my last race to chat with the man who

had just beaten me, those questions could not possibly be farther away from my mind. Here we were, two total strangers, a 40-something married white guy from the midwest and a 30-year-old single black guy from Africa introducing ourselves in the pit lane, and talking with almost childish excitement about the race that had just pitted us against each other.

I guess that was my answer: I race because I love almost everything about it. The speed, the set-up and technical challenges, the new locations, the excitement, the disappointments, the temporary isolation from real life, but maybe most importantly, the people. As I recommended a restaurant owned by a fellow motorcyclist the other night, my little brother asked me if all my friends were racers. And as I thought about it, it occurred to me that most of the friends I have made as an adult, are indeed either racers or track-day enthusiasts. We (sport riders) are just good people, I think.

Well, as with everything else, there are numerous exceptions, of course. I have met people I don't like at the track, and many didn't like me, either. But you know what I'm trying to say, right? Where else do computer technicians, doctors, mechanics, lawyers, contractors, traveling salespeople, financial analysts, airline pilots, journalists, and people from many other professions spend hours at a time chatting without knowing, or caring, what the other person does for a living? I suppose church is one such place, but I haven't spent much time there since the days I had enough fingers on both hands to tell my age.

In general, I believe racers are just good people. The only question I have is whether racing improves the breed, or whether good people just tend to gravitate toward racing.

Another takeaway from my visit to Daytona Beach is the incredible diversity of the motorcycle world. We all know, from seeing it every day, that people are attracted to motorcycles for a number of different reasons, which are reflected in the type of machines that we choose and the use we make of them. But nowhere is this incredible diversity as shocking as it is at Daytona. While some of us do our best not to leave 160-mph paint marks on the walls of the Speedway, a diametrically different crowd parades up and down Main Street, a few short miles away. Bike Week also feeds the passions of flat track, motocross and touring fans. Stunt riders, drag racers, and any other type you can think of also join the party and feel right at home. And although some of us could not possibly be more different, we all converge to Daytona Beach drawn by our shared passion for motorcycles.

While I'm at it, here are a couple final thoughts: Tim Brown, if you're reading this, that second place in the Supertwins race is getting harder to swallow as each day goes by. If I never win a race at Daytona, I'm sure I'll think about that one for a long time. Lastly, many thanks to Freddie and Mark at Cycle Works of Union City, New Jersey: the bike preparation was flawless and contributed to making this first trip to Daytona a memorable experience.

RW

Next, we started setting up the bike for my large size (for a 125, that is). In the States I didn't have a problem with my size and weight, but at the European Championship level it might be a problem since many riders are 5'7" or smaller and weigh less than 130 pounds. We started by widening the carbon/Kevlar fairing about as far as it would go without breaking. Then we threw on some rearsets that moved the footpegs back 60mm, and we put on a longer-than-stock carbon/Kevlar gas tank to help keep my weight back. Just sitting on the bike it already felt totally different than any 125 I've ever ridden; I fit perfectly on the 125 and it would prove to make a world of difference on Rijeka's long straights.

Rijeka is only 750km (470 miles) away from our base in Biberach, Germany, but driving our huge bus through the Austrian Alps, Slovenia, and Croatia took almost 10 hours. The scenery en route was breathtaking. We arrived at the Automodromo Rijeka around 4:00 p.m. Tuesday afternoon. Weather was 70 degrees and sunny, which we expected since Rijeka lies right on the Mediterranean Sea. What's cool about Rijeka is that the track is open almost everyday—you just show up, pay \$100, and ride all day long. Depending on who turns out they usually separate cars and bikes so you each have 30 minutes of track time per hour, from 9:00 a.m. to 6:00 p.m., with no lunch break. Team Italia (Aprilia) was there with two riders when we arrived. I met the team members and they seemed like a friendly bunch of people (of course my being there with Dirk Raudies gave me instant credibility.) Those guys ride a lot, it's no surprise they're so fast! They had ridden Monday, Tuesday, and were going to ride with us on Wednesday through Sunday! And they were going to stay at the track to continue testing next week!! I snuck a peak at Team Italia's notebook to see their lap times: A fastest lap of 1:37.0 and mostly 1:38s, about two seconds off the low-1:35s winning pace from last year's Euro Championship race. Also present at the test were some privateer Italian riders, of course all aboard Aprilias. They were all 17-year-old Marco Melandri look-alikes but they weren't nearly as fast as their idol.

After helping set up the canopy I walked the track with Christian, Peter and Willy. Christian is a top rider in the German Championship who drove to Rijeka with us for testing. After his performance in practice he's also decided to contest the European Championship. Anyway, Rijeka is a fast course where 125s hit speeds of 145 mph. After the security guards left for the night, I took the pit scooter out and turned a few laps. Rijeka has no first-gear turns, one second-gear turn, four third-gear turns, and 10 corners taken between fourth and sixth gear! The surface is really grippy and I figured the suspension would really load up, necessitating a stiff set-up. Dirk and the other two mechanics (Peter and Willy) changed springs, fork oil, and finished setting up the bike for the next morning's practice. **RW**

To be continued...

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Date Of Birth: March 24, 1970

Birthplace: San Mateo, California

Height And Weight: 6' 150 pounds

Hometown: New York City

Series: LRRS

Racebike: Aprilia RS250

Tuners: Armen Amirian, Bill Himmelsbach, and me

Occupation: Patternmaker for various fashion designers, recently Betsey Johnson and Katayone Adeli

Personal Status: Single, three illegitimate children: Fred the Ducati, Bertha the Aprilia, and Bessie the Ford

First Motorcycle Road Race: Loudon, April 1998. I got rear-ended and DNF'd with a broken collarbone. I couldn't wait to go back for more.

Racing Career Highlight: Earning my first point July 30th 2000 in Light-weight GP! Private flat track lessons with Chuck Sorensen this winter and having him tell me I entered a turn hot enough to scare him!

Work Career Highlights: Helping Namoi Campbell into her shoes, placing double stick tape in a precise location on models' thighs to keep thigh-high stockings thigh-high, getting back rubs from the Rockefeller clan, drinking all of the free Evian I can stand.

Hobbies: Working just enough to support my racing habit, chasing basketball players.

Sponsors: Armen Amirian's Motorcycle Maintenance workshop, my poor ol' Dad who will do anything to help his kids find their bliss.

2001 Season Personal Goals: Finish all my races in one piece above 15th place. Have even more fun than I did last season. Find a good benefactor, er, sponsor. Race a wider variety of tracks.



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Susanna Schick at work as a
high-fashion patternmaker in
New York City, and on course
at Loudon on her Aprilia
RS250.



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Roetlin (Suz GSX-R600); 6. Steve Findley (Suz GSX-R750).

B SUPERSTOCK NOVICE: 1. Keith Holleman (Suz GSX-R750); 2. Jason Hammons (Yam YZF-R6); 3. Keith Logeman (Yam YZF-R6); 4. Bill Mashburn (Hon CBR600); 5. David Kagan (Suz GSX-R600); 6. Chris Waller (Yam YZF-R6).

C SUPERSTOCK EXPERT: 1. Al Shepherd (Yam YZF-R6); 2. Ty Howard (Kaw ZX-6R); 3. Bradley A. Champion (Suz SV650); 4. Kevin Pate (Kaw ZX-6R); 5. D. Greg Abbott (Suz GSX-R600); 6. J.J. Roetlin (Suz GSX-R600).

C SUPERSTOCK NOVICE: 1. Jason Hammons (Yam YZF-R6); 2. Chris Waller (Yam YZF-R6); 3. Bill Mashburn (Hon CBR600); 4. James Farley (Hon CBR600); 5. Jeff Hunter (Hon CBR600); 6. Keith Logeman (Yam YZF-R6).

B SUPERBIKE EXPERT: 1. Pete Martins (Suz GSX-R750); 2. Jamie R. Lane (Suz GSX-R750); 3. Ottis Lance (Suz GSX-R750); 4. Steve C. Findley (Suz GSX-R750); 5. Greg Abbott (Suz GSX-R600).

B SUPERBIKE NOVICE: 1. Cody Perkins (Yam YZF-R6); 2. Keith Holleman (Suz GSX-R750); 3. Chris Waller (Yam YZF-R6); 4. Bill Mashburn (Hon CBR600); 5. Luis Ueada (Suz GSX-R750); 6. Faustino Sanchez (Hon CBR600).

C SUPERBIKE EXPERT: 1. Ty Howard (Kaw ZX-6R); 2. Al Shepherd (Yam YZF-R6); 3. Darren W. Behm (Yam YZF-R6); 4. Kevin Pate (Kaw ZX-6R); 5. Craig Montgomery (Yam YZF-R6); 6. Greg Abbott (Suz GSX-R600).

C SUPERBIKE NOVICE: 1. Bill Mashburn (Hon CBR600); 2. Faustino Sanchez (Hon CBR600); 3. David Kagan (Suz GSX-R600); 4. Andy Kupfer (Kaw ZX-6R); 5. Chris Waller (Yam YZF-R6); 6. David Kagan (Suz GSX-R600).

D SUPERBIKE EXPERT: 1. Bradley A. Champion (Suz SV650); 2. Todd Swearingen (Suz SV650); 3. Andre Espallat (Kaw EX646).

D SUPERBIKE NOVICE: 1. Brad Van Cleve (Suz SV650); 2. Anna Johnston (Suz SV650); 3. Tony Nguyen (Suz SV650); 4. Shawn Bostwick (Suz SV650); 5. James Johnston (Suz SV650).

FORMULA 1 NOVICE: 1. Keith Holleman (Suz GSX-R750); 2. Bill Mashburn (Hon CBR600); 3. Faustino Sanchez (Hon CBR600); 4. Randall W. Shepherd (Kaw ZX-7); 5. Allan Voight II (Suz GSX-R750); 6. Luis Ueada (GSX-R750).

FORMULA 2 EXPERT: 1. Bradley A. Champion (Suz SV650); 2. Allen Goodwin (Suz SV650); 3. Doug Moore (Hon RS250); 4. Chris Bell (Hon RS125); 5. Derek Delpero (Yam TZ125); 6. Todd Swearingen (Suz SV650).

FORMULA 2 NOVICE: 1. Micah McKedy (Hon RS125); 2. Tony P. Nguyen (Suz SV650); 3. James Johnston (Suz SV650); 4. Dustin Moore (Yam TZ250); 5. Shawn Bostwick (Suz SV650).

125cc GRAND PRIX: 1. Chris Bell (Hon RS125); 2. Micah McKedy (Hon RS125); 3. Anna Johnston (Hon RS125); 4. Derek Delpero (Yam TZ125).

HEAVYWEIGHT TWINS EXPERT: 1. Bradley A. Champion (Suz); 2. Todd Swearingen (Suz); 3. Andre Espallat (Kaw EX646).

HEAVYWEIGHT TWINS NOVICE: 1. Scott Wineinger (Hon VTR1000); 2. Dustin Moore (Duc 748).

LIGHTWEIGHT TWINS EXPERT: 1. Bradley A. Champion (Suz SV650); 2. Allen Goodwin (Suz SV650); 3. Todd Swearingen (Suz SV650).

LIGHTWEIGHT TWINS NOVICE: 1. Brad Van Cleve (Kaw EX500); 2. Tony P. Nguyen (Suz SV650); 3. Anna Johnston (Suz SV650); 4. James Johnston (Suz SV650); 5. Dustin Moore (Ducati 748); 6. Shawn Bostwick (Suz SV650).

CLUBMAN EXPERT: 1. Jim Johnson (Yam 600); 2. Andre Espallat (Kaw EX500); 3. Jim Anderson (Hon 500).

CLUBMAN NOVICE: 1. Brad Van Cleve (Kaw EX500).

VINTAGE THREE: 1. James Comstock (Nor 750).

VINTAGE FOUR: 1. James Comstock (Nor 750).

VINTAGE SIX: 1. Steven Isenhower (Hon 750); 2. Andre Espallat (Kaw EX646); 3. Steve C. Findley (Suz GSX-R750); 4. David Wilson (Suz GSX-R750).

MINI PROD 50 EXPERT: 1. Brad Thomas (Yam YSR50); 2. Freddy Haltom (Yam YSR50).

MINI PROD 50 NOVICE: 1. Tyler McDonald (Yam YSR50); 2. Michael Hejl (Hon 50); 3. Scott Wilson (Yam YSR50).

ENDURANCE OVERALL: 1. Carpet Dog (Yam YZF-R6), 159 laps; 2. Square Deal (Yam YZF-R6), 155 laps; 3. Crash Clinic (Suz GSX-R750), 154 laps; 4. Team Cizznakel (Suz GSX-R750), 150 laps; 5. Team Speedy Gonzales (Suz SV650), 149 laps; 6. Champion Racing (Suz SV650), 149 laps.

HEAVYWEIGHT SUPERBIKE: 1. Crash Clinic (Suz GSX-R750); 2. Team Cizznakel (Suz GSX-R750); 3. ACE Racing (Yam YZF-R1); 4. Marcus McBain (Yam YZF-R1); 5. Madd Camp (Suz GSX-R750); 6. GP Extreme (Duc 748).

MEDIUMWEIGHT SUPERBIKE: 1. Carpet Dog (Yam YZF-R6); 2. Square Deal (Yam YZF-R6); 3. Last Minute Racing (Hon CBR600); 4. Clubracer dot com (Yam YZF-R6); 5. T-Town Racing (Yam YZF-R6); 6. Team Silverball (Suz GSX-R600).

LIGHTWEIGHT SUPERBIKE: 1. Team Speedy Gonzales (Suz SV650); 2. Champion Racing (Suz SV650); 3. Cycle L Racing (Suz SV650); 4. Always Late Racing (Yam FZR400).

MINI BIKE ENDURANCE OVERALL: 1. Idiot Blues (Yam/XR), 56 laps; 2. Pegasus Motorsports (Yam/XR), 56 laps; 3. Desert Rat (Yam YSR50), 51 laps; 4. Tony Nguyen (Apr RS50), 46 laps; 5. Hypercycle (Yam YSR50), 46 laps.

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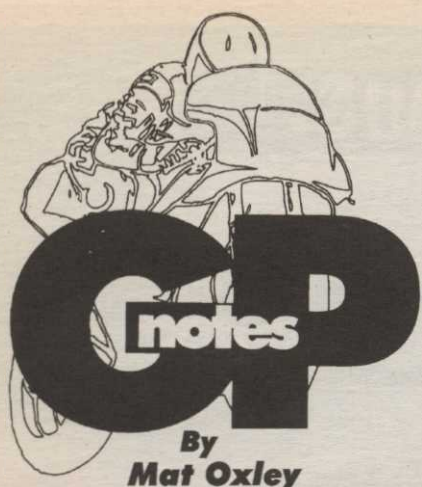
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Yamaha And Honda Already In A Four-stroke Testing War

The GP four-stroke war is already getting pretty serious, and so far Yamaha seems to be winning at least the media battle. Although Honda officials were the first to announce their engine for the 2002 GP1 World Championship (as it will be called) at the start of this year, later revealing photos of their V-5 engine, Yamaha officials went one step further at Suzuka, showing photos and action video clips of their complete YZR M1. Brief footage, replete with booming four-stroke soundtrack, was shown from the factory's recent tests at Phillip Island, where the bike was ridden by Norihiko Fujiwara. The YZR M1 looked great, and sounded great, too. And according to factory personnel, the machine already exceeds the top speed and acceleration of the current YZR500, suggesting that the new breed of four-stroke GP bikes will be viciously quick.

Yamaha has christened the bike thus because its YZR tag is reserved purely for GP machines, whether they are two-stroke or four-stroke and the M1 stands for Mission One, because winning the new series is Yamaha's number-one mission of the moment. However, while the M1 is the priority,



the factory will also race its existing YZR500 in the two-stroke versus four-stroke GP1 series in 2002.

M1 testing continued the week before Suzuka at Sepang in Malaysia, where former Yamaha GP rider John Kocinski joined Fujiwara and fellow tester Kyoji Nanba.

"They completed more than 200 laps with stable performance and good reliability," said Yamaha's 500cc Pro-

(Left) Honda's new RC211V four-stroke five-cylinder GP bike, as seen testing at Sugo Sports Land in Sendai, Japan. The bike, which features a semi-automatic shift system, ran for two days at the track, April 10-11, piloted by HRC test rider Manabu Kamata. Photo by Shigeo Kibiki.



Yamaha's YZR M1, featuring a five-valves-per-cylinder Inline Four engine fitted in an adaptation of a YZR500 chassis. According to Yamaha officials, the bike already accelerates harder and has more top speed than a YZR500. Yamaha's goal is to win the newly-named GP1 World Championship with this machine in 2002.

The best lap time turned by Manabu Kamata on the Honda RC211V four-stroke GP bike at Sugo was a 1:36, considerable slower than the 1:28s turned by Superbikes at the track owned by Yamaha. Observers at the test said that the bike sounded like an F3 car and that it looked very small. And according to Honda Asaka R&D Project Leader Heijiro Yoshimura, the engine is as small and compact as a production 250cc engine. Photo by Shigeo Kibiki.

ject Leader Shuuji Sakurada. "We were able to get very useful data from this session and we are very satisfied with the performance of the machine."

Sakurada outlined the theme of the four-cylinder bike, saying "We considered everything from two to six cylinders. We didn't want the bike to be dominated by the engine, so that the whole machine is overpowered. We didn't want to kill the 500's handling, so we put a suitable engine in our existing YZR chassis. That's why we chose a Four. We are also looking forward to what we learn feeding back to our production machines."

Yamaha personnel refused to reveal a number of basic facts about their new machine, which is only to be expected

given the secrecy shrouding most projects aimed at the new series. They declined to give power figures, engine capacity and so on, though there was a strong rumor circulating at Suzuka that the Honda engine measures 810cc. It's hard to imagine why anyone would want run a motor 180cc less than the maximum, but the crux of the new formula will be rideability. A full-on 990cc prototype Six could produce 230 horsepower and more, but who would be able to use all that power and where would the factory find a tire able to last race distance? These and others will be some of the fascinating questions to be asked over the next few months.

The Honda men tested their new V-5 machine at Sugo Sports Land (ironically, a track owned by Yamaha) on the Wednesday after the Japanese Grand Prix, with 500cc rookie and three-time Suzuka 8-Hour winner Tohru Ukawa amongst the riders.

Kawasaki is also rumored to be working on an engine, leaving Suzuki as the lone factory with no apparent four-stroke plans. "Suzuki remains committed to being as competitive in the two-tier two-stroke/four-stroke GP1 class as the company has always been in two-stroke 500s," was all GP Team Manager Garry Taylor would say.

A new name joined the four-stroke fray when Petronas Sauber Engineering (PSE) unveiled its 989cc three-cylinder GP engine at Suzuka on Saturday. The Swiss-based engineering company, which runs Ferrari engines in its F1 cars, in the third concern to build an engine for the new four-stroke GP1 series. The conventional looking prototype motor was exhibited behind glass and looked large and tall, though PSE sources say a smaller second-stage engine is already nearing completion. Full dyno tests have already been completed and PSE

officials say they are in talks with several chassis makers about bolting the 200-bhp, 15,000-rpm engine into a chassis.

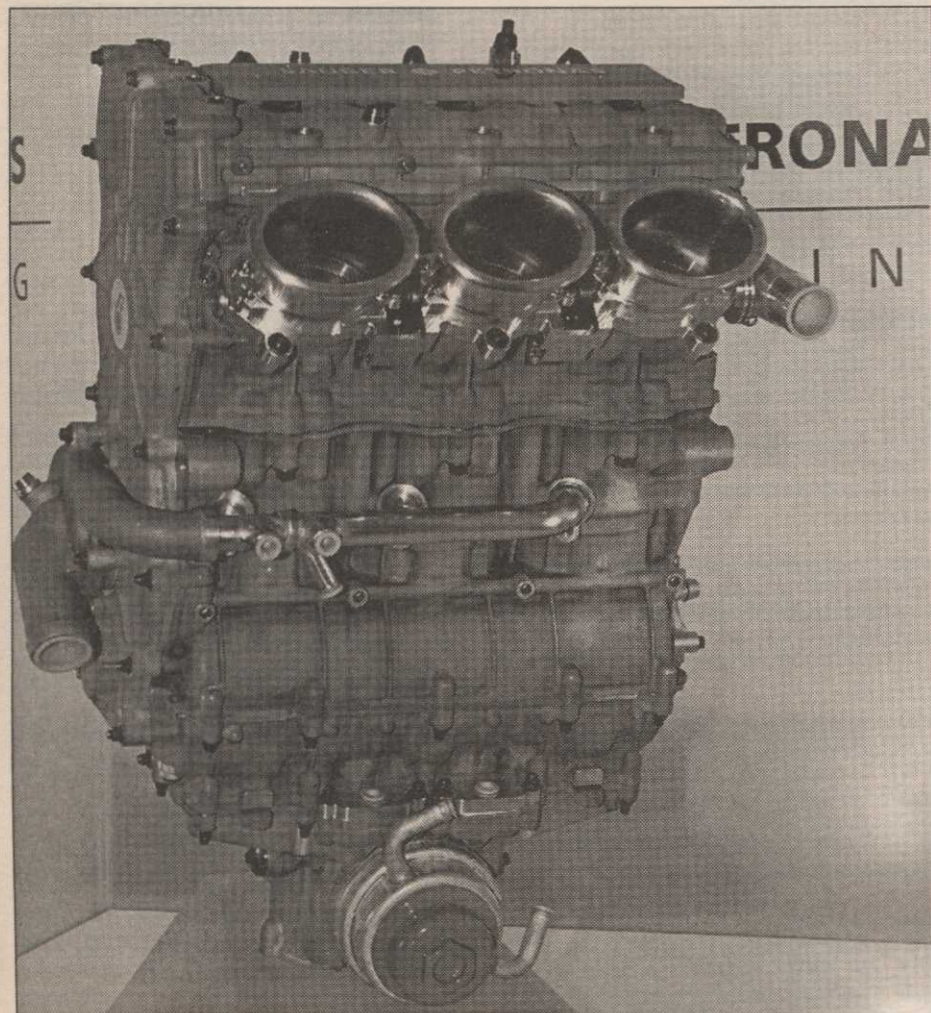
Using a three-cylinder inline configuration, the PSE motor runs a fuel injection engine management system, pneumatic valve springs, a balance shaft and wet-sump lubrication, though a dry sump version will be next. PSE went for a Triple because GP regulations have a sliding minimum weight scale that allows a three-cylinder to weigh 135 kilograms (298 pounds), or 10 kilos (22 pounds) lighter than Yamaha's Four and Honda's Five.

The motor was designed by Japanese engineering legend Osamu Goto, who designed Honda's winning turbo F1 engines before moving to Ferrari, putting the Italian team on the road to F1 success. "We've used a lot of experience from F1 technology," said PSE's Jost Capito. "But the engine has been designed from the start to be part of a whole motorcycle. We considered engines with more cylinders and spent two months running computer simulations, using data supplied by both GP and World Superbike teams. We opted for a Three because we think it makes the best sense within the regulations. The engine is small so you get greater flexibility with the weight distribution, allowing you the right kind of front-to-rear balance and center of gravity."

"We are in discussion with chassis designers and we've had 500cc GP chassis designers involved since the start. If all goes to plan, we hope to unveil a complete motorcycle at the Malaysian GP in October," Capito said.

PSE wouldn't reveal likely cost of the engine, though one rumor at Suzuka suggested lease costs alone would be

.....
continued on page 74



The first-generation Sauber GP1 engine, a 989cc three-cylinder with pneumatic valve springs, is said to produce 200 horsepower at 15,000 rpm. The next version will feature a dry sump. So far, the engine has no announced takers among chassis manufacturers.
Photo by Yves Jamotte/Sports Photography.

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 8/24-26 Brno, Czech Republic
 9/7-9 Estoril, Portugal
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 7/6-8 Laguna Seca Raceway, Monterey, CA
 7/20-22 Mid-Ohio Sports Car Course, Lexington, OH
 7/27-29 Brainerd International Raceway, Brainerd, MN
 8/24-26 Pikes Peak International Raceway, Fountain, CO
 9/13-16 Willow Springs Raceway, Rosamond, CA
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 6/29-7/1 Portland International Raceway, Portland, OR
 8/3-5 Summit Point Raceway, Summit Point, WV
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 6/16-17 Las Vegas Classic Course, Las Vegas, NV
 6/30-7/1 Buttonwillow Raceway, Buttonwillow, CA (TC)
 8/11-12 Thunderhill Park, Willows, CA (TC)
 9/1-2 Streets of Willow Springs, Rosamond, CA
 9/15-16 Phoenix Int'l Raceway, Phoenix, AZ
 10/6-7 Thunderhill Park, Willows, CA
 11/10-11 Buttonwillow Raceway, Buttonwillow, CA
 12/1-2 Streets of Willow Springs, Rosamond, CA *
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 6/9-10 Carolina Motorsports Park, Kershaw, SC (TC)
 6/23-24 Homestead Motorsports Complex, Homestead, FL

7/21-22 Moroso Motorsports Park, W. Palm Beach, FL
 8/11-12 Road Atlanta, Braselton, GA
 8/25-26 Moroso Motorsports Park, W. Palm Beach, FL
 9/1-2 Roebing Road Raceway, Faulkville, GA (TC)
 9/22-23 Moroso Motorsports Park, W. Palm Beach, FL
 12/8-9 Homestead Motorsports Complex, Homestead, FL *
 * Double Points, (TC) 200-Mile Team Challenge
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Kevin.Elliott@sfx.com, www.ccsracing.com.

CCS Mid-Atlantic Region

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 6/23-24 Roebing Road Raceway, Faulkville, GA
 7/7-8 Summit Point Raceway, Summit Point, WV
 7/14-15 Rausch Creek Raceway, Harrisburg, PA
 8/4-5 Virginia Int'l Raceway, Danville, VA (TC)
 8/18-19 Rausch Creek Raceway, Harrisburg, PA
 9/8-9 Summit Point Raceway, Summit Point, WV
 9/22-23 Rausch Creek Raceway, Harrisburg, PA (TC)
 10/6-7 Virginia Int'l Raceway, Danville, VA
 10/13-14 Summit Point Raceway, Summit Point, WV *
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 6/9-10 Gateway Int'l Raceway, Fairmont City, IL
 7/7-8 Blackhawk Farms Raceway, S. Beloit, IL
 7/21-22 Putnam Park Road Course, Mt. Meridian, IN
 7/28-29 Gateway Int'l Raceway, Fairmont City, IL (TC @ night)
 8/25-26 Blackhawk Farms Raceway, S. Beloit, IL
 9/8-9 Blackhawk Farms Raceway, S. Beloit, IL (TC)
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 9/1-2 Roebing Road Raceway, Faulkville, GA (TC)
 10/6-7 Virginia Int'l Raceway, Danville, VA
 11/3-4 Carolina Motorsports Park, Kershaw, SC *
 * Double Points, (TC) 200-Mile Team Challenge
 For additional info, call (817) 332-4822, FAX (817) 870-9790,
 e-mail Kevin.Elliott@sfx.com, www.ccsracing.com.

CCS Southwest Region

5/26-27 Firebird Int'l Raceway, Chandler, AZ
 6/30-7/1 Buttonwillow Raceway, Buttonwillow, CA (TC)
 9/1-2 Streets of Willow Springs, Rosamond, CA
 9/8-9 Firebird Int'l Raceway (West), Chandler, AZ
 10/6-7 Firebird Int'l Raceway, Chandler, AZ (TC)
 11/11-12 Buttonwillow Raceway, Buttonwillow, CA
 12/2-3 Firebird Int'l Raceway, Chandler, AZ *
 * Double Points (TC) 200-Mile Team Challenge
 For additional info, call (817) 332-4822, FAX (817) 870-9790,
 e-mail Kevin.Elliott@sfx.com, www.ccsracing.com.

CCS Race of Champions (ROC)

10/18-21 Daytona Int'l Speedway, Daytona Beach, FL
 For additional info, call (817) 332-4822, FAX (817) 870-9790,
 e-mail Kevin.Elliott@sfx.com, www.ccsracing.com.

WERA North Central Region

6/14-17 WERA Cycle Jam, VIR, Danville, VA - D,
 6/23-24 Nelson Ledges Road Course, Garrettsville, OH
 6/30-7/1 Gingerman Raceway, South Haven, MI *
 7/7-8 Road Atlanta, Braselton, GA
 7/28-29 Nelson Ledges Road Course, Garrettsville, OH
 8/11-12 Putnam Park Road Course, Mt. Meridian, IN
 9/1-2 Nelson Ledges Road Course, Garrettsville, OH
 9/22-23 Putnam Park Road Course, Mt. Meridian, IN
 * Double Points
 For additional info, call (770) 720-5010, FAX (770) 720-5015,
www.wera.com

WERA Northeast Region

5/26-27 Rausch Creek Raceway, Valley View, PA
 6/9-10 Summit Point Raceway, Summit Point, WV
 6/14-17 WERA Cycle Jam, VIR, Danville, VA *
 6/23-24 Nelson Ledges Road Course, Garrettsville, OH
 7/7-8 Road Atlanta, Braselton, GA
 7/28-29 Nelson Ledges Road Course, Garrettsville, OH
 9/1-2 Nelson Ledges Road Course, Garrettsville, OH
 * Double Points
 For additional info, call (770) 720-5010, FAX (770) 720-5015,
www.wera.com

WERA Mid-Atlantic Region

5/26-27 Rausch Creek Raceway, Valley View, PA
 6/9-10 Summit Point Raceway, Summit Point, WV
 6/14-17 WERA Cycle Jam, VIR, Danville, VA *
 6/23-24 Carolina Motorsports Park, Kershaw, SC
 7/7-8 Road Atlanta, Braselton, GA
 7/28-29 Nelson Ledges Road Course, Garrettsville, OH
 8/18-19 Virginia Int'l Raceway, Danville, VA
 9/1-2 Nelson Ledges Road Course, Garrettsville, OH
 9/22-23 Virginia Int'l Raceway, Danville, VA
 * Double Points
 For additional info, call (770) 720-5010, FAX (770) 720-5015,
www.wera.com

WERA Mid-Central Region

6/14-17 WERA Cycle Jam, VIR, Danville, VA *
 7/14-15 Hallett Motor Racing Circuit, Hallett, OK
 8/11-12 Putnam Park Road Course, Mt. Meridian, IN
 8/25-26 Talladega Gran Prix Raceway - Talladega, AL
 9/22-23 Putnam Park Road Course, Mt. Meridian, IN
 * Double Points
 For additional info, call (770) 720-5010, FAX (770) 720-5015,
www.wera.com

WERA Southeast Region

6/9-10 Roebing Road Raceway, Faulkville, GA
 6/14-17 WERA Cycle Jam, VIR, Danville, VA *
 6/23-24 Carolina Motorsports Park, Kershaw, SC
 7/7-8 Road Atlanta, Braselton, GA
 8/11-12 Roebing Road Raceway, Faulkville, GA
 8/25-26 Talladega Gran Prix Raceway - Talladega, AL
 9/8-9 Carolina Motorsports Park, Kershaw, SC
 9/15-16 Roebing Road Raceway, Faulkville, GA
 * Double Points
 For additional info, call (770) 720-5010, FAX (770) 720-5015,
www.wera.com

WERA South Central Region

6/2-3 Texas World Speedway, College Station, TX
 6/14-17 WERA Cycle Jam, VIR, Danville, VA *
 7/14-15 Hallett Motor Racing Circuit, Hallett, OK
 8/18-19 Texas World Speedway, College Station, TX
 9/14-16 Texas Motor Speedway, Justin, TX
 * Double Points
 For additional info, call (770) 720-5010, FAX (770) 720-5015,
www.wera.com

WERA Grand National Finals/Suzuki Cup Finals

10/24-28 Road Atlanta, Braselton, GA
 For additional info, call (770) 720-5010, FAX (770) 720-5015,
www.wera.com

AFM Series

6/2-3 Sears Point Raceway, Sonoma, CA
 7/21-22 Thunderhill Park, Willows, CA
 8/18-19 Sears Point Raceway, Sonoma, CA
 9/22-23 Sears Point Raceway, Sonoma, CA
 10/20-21 Buttonwillow Raceway, Buttonwillow, CA
 For additional info, call (510) 796-7005, FAX (510) 881-0161,
 e-mail afm@afmracing.org, www.afmracing.org.

AMA/ASMA Series

6/17 Arroyo Seco Motorsports Complex, Deming, NM
 9/9 Arroyo Seco Motorsports Complex, Deming, NM
 10/14 Arroyo Seco Motorsports Complex, Deming, NM
 For additional info, call (505) 544-3440, FAX (505) 544-3444

CRA Series

6/22-24 Colonel's Brainerd Int'l Raceway, Brainerd, MN
 7/13-15 Colonel's Brainerd Int'l Raceway, Brainerd, MN
 8/18-19 Heartland Park, Topeka, KS

9/14-16 Colonel's Brainerd Int'l Raceway, Brainerd, MN
 For additional info, call (612) 332-4070, www.cra-mn.org.

FASTTRAX Sprint and Endurance Series

5/26-27 Nelson Ledges Road Course, Garrettsville, OH (3 HR)
 6/30-7/1 Nelson Ledges Road Course, Garrettsville, OH (3 HR)
 7/16-17 Mid-Ohio Sports Car Course, Lexington, OH * (2 HR)
 8/11-12 Nelson Ledges Road Course, Garrettsville, OH (3 HR)
 9/8-9 Nelson Ledges Road Course, Garrettsville, OH (3 HR)
 9/29-30 Nelson Ledges Road Course, Garrettsville, OH (4 HR)
 * Includes AMA Grand Championship Classes.
 For additional info, call Bob Stanley (330) 494-8410, FAX (330) 494-8398, e-mail rstanley@neo.rr.com, www.faststone.com.

AMA Grand Championships

7/16-17 Mid-Ohio Sports Car Course, Lexington, OH *
 * Run in conjunction with the FASTTRAX Series.
 For additional info, call AMA at (614) 856-1900, FAX (614) 856-1920, www.ama-cycle.org.

GLRRA Midwest Cycle Fest

5/20 Gingerman Raceway, S. Haven, MI
 6/10 Grattan Raceway, Grattan, MI
 7/8 Grattan Raceway, Grattan, MI
 8/12 Gingerman Raceway, S. Haven, MI
 8/26 Grattan Raceway, Grattan, MI
 9/9 Gingerman Raceway, S. Haven, MI
 9/23 Grattan Raceway, Grattan, MI
 For additional info, call (616) 458-5888, FAX (616) 458-5740,
www.midwestcyclefest.com.

GPRA Series, East Coast Region (125/250)

6/9-10 Grattan Raceway, Grattan, MI ***
 6/29-7/1 Virginia Int'l Raceway, Danville, VA *
 8/24-26 Pocono Int'l Raceway, Long Pond, PA *
 * Held in conjunction with F-JSA event.
 *** Held in conjunction with CCS/GLRRA event.
 For additional info, call GPRA at (501) 423-5275, FAX (501) 423-5275, www.gpra.org.

GPRA Series, West Coast Region (125/250)

6/30-7/1 Buttonwillow Raceway Park, Buttonwillow, CA **
 8/4-5 Seattle Int'l Raceway, Kent, WA ****
 9/7-9 Portland Int'l Raceway, Portland, OR *
 * Held in conjunction with F-JSA event.
 ** Held in conjunction with CCS event.
 **** Held in conjunction with WMRA event.
 For additional info, call GPRA at (501) 423-5275, FAX (501) 423-5275, www.gpra.org.

GPRA National Championship Final (125/250)

10/18-21 Daytona Int'l Speedway, Daytona Beach, FL *
 * Held in conjunction with F-JSA event.
 For additional info, call GPRA at (501) 423-5275, FAX (501) 423-5275, website www.gpra.org.

HRRRA Series

5/20 Hawaii Raceway Park, Ewa Beach, HI
 6/24 Hawaii Raceway Park, Ewa Beach, HI
 7/29 Hawaii Raceway Park, Ewa Beach, HI
 8/26 Hawaii Raceway Park, Ewa Beach, HI
 9/23 Hawaii Raceway Park, Ewa Beach, HI
 10/28 Hawaii Raceway Park, Ewa Beach, HI
 11/25 Hawaii Raceway Park, Ewa Beach, HI
 12/23 Hawaii Raceway Park, Ewa Beach, HI
 For additional info, call (808) 541-1491, FAX (808) 832-2381,
 e-mail HawkGTP@aol.com, www.hrrra.net.

MRA Series

5/30 Pueblo Motorsports Park, Pueblo, CO
 6/3 Pikes Peak Int'l Raceway, Fountain, CO
 6/10 Second Creek Raceway, Denver, CO
 7/1 Second Creek Raceway, Denver, CO
 7/29 Second Creek Raceway, Denver, CO
 8/19 Pikes Peak Int'l Raceway, Fountain, CO
 9/9 Continental Divide Raceway, Mead, CO
 9/30 Pueblo Motorsports Park, Pueblo, CO
 10/7 Second Creek Raceway, Denver, CO
 For additional info, call (303) 530-5679, www.mra-racing.org

OMRRA Series

5/18-20 Portland Int'l Raceway, Portland, OR
 6/10 Portland Int'l Raceway, Portland, OR
 6/29-7/1 Portland Int'l Raceway, Portland, OR
 9/21-23 Portland Int'l Raceway, Portland, OR
 10/13-14 Portland Int'l Raceway, Portland, OR
 For more info, call (503) 221-1487, FAX (503) 439-6279, e-mail
omrra@aol.com, www.omrra.com.

WMRRA Series

5/26-27 Seattle Int'l Raceway, Kent, WA
 6/16-17 Seattle Int'l Raceway, Kent, WA
 7/1 Bremerton Raceway, Bremerton, WA *
 7/14-15 Spokane Raceway Park, Spokane, WA
 8/4-5 Seattle Int'l Raceway, Kent, WA

9/1-2 Spokane Raceway Park, Spokane, WA
9/30 Seattle Int'l Raceway, Kent, WA
*New Rider Clinic & Super TT
For additional info, call [425] 338-4686, www.wmrra.com.

WSMC Series

5/19-20 Willow Springs Int'l Raceway, Rosamond, CA
6/16-17 Willow Springs Int'l Raceway, Rosamond, CA
7/14-15 Willow Springs Int'l Raceway, Rosamond, CA
8/18-19 Willow Springs Int'l Raceway, Rosamond, CA
9/15-16 Willow Springs Int'l Raceway, Rosamond, CA
10/20-21 Willow Springs Int'l Raceway, Rosamond, CA
11/17-18 Willow Springs Int'l Raceway, Rosamond, CA
12/15-16 Willow Springs Int'l Raceway, Rosamond, CA
For additional info, call [661] 256-1234, FAX [661] 256-1583,
e-mail racewillow@aol.com, www.race-wsmc.com.

CMRRA Series (50-80cc)

6/23 Las Vegas Karting Center, Sloan, NV
7/21-22 Streets of Willow, Rosamond, CA*
8/12 Adams Kart Track, Riverside, CA
9/9 Adams Kart Track, Riverside, CA
10/6-7 Willow Kart Track, Rosamond, CA
11/4 Amago Raceway, Palomar, CA
12/1-2 Willow Kart Track, Rosamond, CA
*Includes Formula 3 125GP, RD 350/400, 500/650 Singles.
For additional info, call CMRRA at [909] 674-5357, e-mail
racecmr@aol.com, www.racecmr.com.

AHRMA/ Progressive Suspension Historic Cup Series (Vintage)

5/27-28 Summit Point Raceway, Summit Point, WV*
6/16-17 Grattan Raceway Park, Grattan, MI*
7/14-15 Mid-Ohio Sports Car Course, Lexington, OH
8/25-26 Gingerman Raceway, S. Haven, MI*
9/15-16 Second Creek Raceway, Denver, CO*
10/6-7 Talladega Gran Prix Raceway, Talladega, AL*
10/20-21 Carolina Motorsports Park, Kershaw, SC*
For additional info, call AHRMA [913] 268-4401, FAX [913]
268-4400, e-mail ahrma18@earthlink.net, www.ahrma.org.

AHRMA Masters of the Midwest Series (Vintage)

6/16-17 Grattan Raceway Park, Grattan, MI*
7/14-15 Mid-Ohio Sports Car Course, Lexington, OH
8/25-26 Gingerman Raceway, S. Haven, MI*
For additional info, call AHRMA [913] 268-4401, FAX [913]
268-4400, e-mail ahrma18@earthlink.net, www.ahrma.org.

AHRMA Dixie Cup Series (Vintage)

5/27-28 Summit Point Raceway, Summit Point, WV*
10/6-7 Talladega Gran Prix Raceway, Talladega, AL*
10/20-21 Carolina Motorsports Park, Kershaw, SC*
For additional info, call AHRMA [913] 268-4401, FAX [913]
268-4400, e-mail ahrma18@earthlink.net, www.ahrma.org.

AHRMA Heroes of the Heartland Series (Vintage)

9/15-16 Second Creek Raceway, Denver, CO*
*Two complete rounds per weekend
For additional info, call AHRMA [913] 268-4401, FAX [913]
268-4400, e-mail ahrma18@earthlink.net, www.ahrma.org.

USCRA Series (Vintage)

5/27-28 New Hampshire Int'l Speedway, Loudon, NH
6/10 Gunstock Ski Area, Gifford, NH
6/11 New Hampshire Int'l Speedway, Loudon, NH
6/17 New Hampshire Int'l Speedway, Loudon, NH
7/20-22 Shubenacadie, Nova Scotia, Canada
8/3-5 New Hampshire Int'l Speedway, Loudon, NH
8/24-26 Mosport, Ontario, Canada
9/3 New Hampshire Int'l Speedway, Loudon, NH
*With WERA Vintage
For additional info, call [603] 226-5858, FAX [603] 225-6113,
e-mail USCRA@aol.com, www.race-uscra.com.

WEA National Vintage Series

5/26-27 Rausch Creek Raceway, Valley View, PA
6/23 Texas World Speedway, College Station, TX
6/9-10 Summit Point Raceway, Summit Point, WV*
6/9-10 Roebing Road Raceway, Faulkville, GA
6/23-24 Carolina Motorsports Park, Kershaw, SC
6/30-7/1 Gingerman Raceway, South Haven, MI*
7/7-8 Road Atlanta, Braselton, GA*
7/14-15 Hallett Motor Racing Circuit, Hallett, OK
7/28-29 Nelson Ledges Road Course, Garrettsville, OH
8/11-12 Putnam Park Road Course, Mt. Meridian, IN*
8/18-19 Texas World Speedway, College Station, TX
8/18-19 Virginia Int'l Raceway, Danville, VA
8/25-26 Talladega Gran Prix Raceway - Talladega, AL
9/1-2 Nelson Ledges Road Course, Garrettsville, OH
9/8-9 Carolina Motorsports Park, Kershaw, SC
9/14-16 Texas Motor Speedway, Justin, TX*
9/15-16 Roebing Road Raceway, Faulkville, GA
9/22-23 Virginia Int'l Raceway, Danville, VA*
10/23-28 GNF, Road Atlanta, Braselton, GA*
*Double Points
For additional info, call [770] 720-5010, FAX [770] 720-5015,
www.wera.com

Parts Canada Superbike Championship

5/17-20 Shannonville Motorsports Park, Shannonville, ON
6/7-10 Race City Motorsport Park, Calgary, AB
6/16-17 Namoo Airport, Edmonton, AB
7/5-8 Autodrome St-Eustache, St-Eustache, QC

7/20-22 Mosport Int'l Raceway, Mosport, ON
8/9-12 Atlantic Motorsport Park, Shubenacadie, NS
8/31-9/2 Shannonville Motorsports Park, Shannonville, ON
For additional info, call [416] 962-7223,
www.cdnsuperbike.com.

FIM Endurance World Championship

6/9 6hr Brands Hatch, England
7/1 6hr Nurburgring, Germany
7/14-15 24hr Spa Francorchamps, Belgium
8/5 8hr Suzuka, Japan
8/11-12 24hr Oschersleben, Germany
9/15-16 24hr Bol d'Or, Magny Cours, France
For additional info, call FIM at 011-41-22-950-9500, FAX 011-
41-22-950-9501, e-mail fim@fim.ch, www.fim.ch.

FIM Supersport World Championship Series

5/25-27 Donington Park, Great Britain
6/8-10 Lausitzring, Germany
6/22-24 Misano, San Marino
8/3-5 Brands Hatch, Great Britain
8/31-9/2 Oschersleben, Germany
9/7-9 Assen, Holland
9/21-23 TBA
9/28-30 Imola, Italy
*To be confirmed
For additional info, call FIM at 011-41-22-950-9500, FAX 011-
41-22-950-9501, e-mail fim@fim.ch, website www.fim.ch.

FIM European Open Championship

6/8-10 Hungaroring, Hungary
6/28-30 Assen, Holland
7/6-8 Pannonia Ring, Austria
7/27-29 Most, Czech Republic
9/28-30 Braga, Portugal
10/5-7 Cartagena, Spain
For more info, call 011-41-22-950-9500, FAX 011-41-22-950-
9501, www.fim.ch

FIM European Superstock Championship Series

5/25-27 Donington Park, Great Britain
6/8-10 Lausitzring, Germany
6/22-24 Misano, San Marino
8/3-5 Brands Hatch, Great Britain
8/31-9/2 Oschersleben, Germany
9/7-9 Assen, Holland
9/21-23 TBA
9/28-30 Imola, Italy
For additional info, call FIM at 011-41-22-950-9500, FAX 011-
41-22-950-9501, e-mail: fim@fim.ch, website: www.fim.ch.

FIM Sidecar World Championship Series

5/25-27 Donington Park, Great Britain
6/8-10 Lausitzring, Germany
6/22-24 Misano, San Marino
8/3-5 Brands Hatch, Great Britain
8/31-9/2 Oschersleben, Germany
9/7-9 Assen, Holland
9/21-23 TBA
9/28-30 Imola, Italy
For additional info, call FIM at 011-41-22-950-9500, FAX 011-
41-22-950-9501, e-mail fim@fim.ch, website www.fim.ch.

SCHOOLS AND PRACTICES

Team Hammer Advanced Riding Schools, Track Rides, Pro Practice

5/17 Road Atlanta, Braselton, GA (Ride) (AMA)
6/28 Virginia Int'l Raceway, Danville, VA (S, R, P) (F-USA)
7/26 Colonel's Brainerd Int'l Rcw, Brainerd, MN (Pro Practice) (AMA)
8/23 Pocono Int'l Rcw, Long Pond, PA (S, R, P) (F-USA)
9/6 Portland Int'l Rcw, Portland, OR (S, R, P) (F-USA)
10/17 Daytona Int'l Spdw, Daytona Bch, FL (S, R, P) (F-USA)
Additional dates and locations TBA.
S=School, R=Ride, P=Practice
For additional info, call Team Hammer at [909] 245-6414, FAX
[909] 245-6417, e-mail school@teamhammer.com,
www.teamhammer.com.

AMA/ASMA Open Practice/ Track Days

6/16 Arroyo Seco Motorsports Complex, Deming, NM
9/8 Arroyo Seco Motorsports Complex, Deming, NM
10/13 Arroyo Seco Motorsports Complex, Deming, NM
For additional info, call [505] 544-3440, FAX [505] 544-3444

Ed Bargy Racing School

5/25 Talladega Gran Prix Raceway, Talladega, AL
6/8 Gateway Int'l Raceway, Fairmont City, IL
6/22 Carolina Motorsports Park, Kershaw, SC
8/10 Roebing Road Raceway, Faulkville, GA
8/24 Talladega Gran Prix Raceway, Talladega, AL
9/7 Carolina Motorsports Park, Kershaw, SC
9/14 Roebing Road Raceway, Faulkville, GA
10/5 Gateway Int'l Raceway, Fairmont City, IL
11/3-4 Talladega Gran Prix Raceway, Talladega, AL
12/1-2 Talladega Gran Prix Raceway, Talladega, AL
For additional info, call [770] 745-7809, FAX [770] 739-4117,
www.edbargyracing.school.com.

California Superbike School

5/16 Virginia Int'l Raceway, Danville, VA
5/17 Virginia Int'l Raceway, Danville, VA
5/21 Pocono Raceway, Long Pond, PA

5/22 Pocono Raceway, Long Pond, PA
5/23-24 Pocono Raceway, Long Pond, PA
5/28 Watkins Glen Int'l Raceway, Watkins Glen, NY
5/29 Watkins Glen Int'l Raceway, Watkins Glen, NY
6/5 Road America, Elkhart Lake, WI
6/6 Road America, Elkhart Lake, WI
6/12 Motorsports Ranch, Cresson, TX
6/13 Motorsports Ranch, Cresson, TX
6/14-15 Motorsports Ranch, Cresson, TX
6/23 Streets of Willow, Rosamond, CA
6/24 Streets of Willow, Rosamond, CA
7/9-1 aguna Seca, Monterey, CA
7/17 Rausch Creek Raceway, Valley View, PA
7/18 Rausch Creek Raceway, Valley View, PA
7/23 Mid-Ohio Sports Car Course, Lexington, OH
7/24 Mid-Ohio Sports Car Course, Lexington, OH
7/26 Putnam Park Road Course, Mt. Meridian, IN
7/27 Putnam Park Road Course, Mt. Meridian, IN
8/27 Pikes Peak Int'l Raceway, Fountain, CO
8/28 Pikes Peak Int'l Raceway, Fountain, CO
9/6-7 Streets of Willow, Rosamond, CA
9/8 Streets of Willow, Rosamond, CA
9/9 Streets of Willow, Rosamond, CA
9/11 Sears Point Raceway, Sonoma, CA
9/24 Watkins Glen Int'l Raceway, Watkins Glen, NY
9/25 Watkins Glen Int'l Raceway, Watkins Glen, NY
9/26-27 Watkins Glen Int'l Raceway, Watkins Glen, NY
10/1 Virginia Int'l Raceway, Danville, VA
10/2 Virginia Int'l Raceway, Danville, VA
10/3-4 Virginia Int'l Raceway, Danville, VA
10/8 Texas World Speedway, College Station, TX
10/9 Texas World Speedway, College Station, TX
10/27-28 Streets of Willow, Rosamond, CA
11/3 Streets of Willow, Rosamond, CA
11/4 Streets of Willow, Rosamond, CA
11/TBA Laguna Seca, Monterey, CA
For additional info, call [818] 841-7661, FAX [818] 841-7019,
www.superbikeschool.com.

Keith Code's R.A.C.E. School

5/23 Streets of Willow Springs, Rosamond, CA
8/20-21 Streets of Willow Springs, Rosamond, CA
10/29-30 Streets of Willow Springs, Rosamond, CA
11/28-29 Streets of Willow Springs, Rosamond, CA
For additional info, call [818] 841-7661, FAX [818] 841-7019,
www.superbikeschool.com.

CLASS Motorcycle Schools

6/23 Second Creek, Denver, CO
6/11-12 Road America, Elkhart Lake, WI
6/18 Grattan Raceway, Grattan, MI
6/23-24 Rausch Creek, Harrisburg, PA
6/25 Rausch Creek, Harrisburg, PA
7/9-10 Mid-Ohio Sports Car Course, Lexington, OH
7/23-24 Virginia Int'l Raceway, Alton, VA
7/30-21 Road Atlanta, Braselton, GA
8/5-18 Norway
8/30-31 Seattle Int'l Raceway, Kent, WA
9/3 Portland Int'l Raceway, Portland, OR
9/17 Streets of Willow, Rosamond, CA
10/15-16 Sears Point Raceway, Sonoma, CA
10/16 Sears Point Raceway, Sonoma, CA
10/25 Streets of Willow, Rosamond, CA
10/26 Streets of Willow, Rosamond, CA
11/1 Streets of Willow, Rosamond, CA
11/2 Streets of Willow, Rosamond, CA
For additional info, call [805] 933-9936, FAX [805] 933-9987,
website: www.classrides.com.

Cornerspeed Racing School

6/30 Virginia Int'l Raceway (South Course), Danville, VA
8/3 Virginia Int'l Raceway (North Course), Danville, VA
8/17 Virginia Int'l Raceway (North Course), Danville, VA
9/21 Virginia Int'l Raceway (North Course), Danville, VA
9/26 Virginia Int'l Raceway (North Course), Danville, VA
9/27 Virginia Int'l Raceway (South Course), Danville, VA
10/5 Virginia Int'l Raceway (North Course), Danville, VA
For additional info, call [704] 332-3147, FAX [704] 332-3140,
e-mail 1fastguy@mindspring.com, www.cornerspeed.net.

Club PCS Open Track Days

5/21 Summit Point Raceway (full course), Summit Point, WV
6/16-17 Roebing Road Raceway, Faulkville, GA
6/23-24 Summit Point Rcw (Jefferson course), Summit Pt, WV
8/4-5 Virginia Int'l Raceway (South course), Danville, VA
9/1-2 Talladega Gran Prix Raceway, Talladega, AL
9/22-23 Virginia Int'l Raceway (South course), Danville, VA
10/29-30 Moroso Motorsports Park, W. Palm Beach, FL
11/17-18 Virginia Int'l Raceway (North course), Danville, VA
11/24-25 Carolina Motorsports Park, Kershaw, SC
For additional info, call [904] 451-9493, FAX [904] 253-3578,
e-mail coldduc@pcsdanville.com,
www.pcsdanville.com/clubpcs.htm.

dP Safety School

5/24 Laguna Seca Raceway, Monterey, CA
6/11 Thunderhill Raceway, Willows, CA
6/17 Laguna Seca Raceway, Monterey, CA
7/10 Laguna Seca Raceway, Monterey, CA
8/1 Seattle International Raceway, Kent, WA
8/8 Portland International Raceway, Portland, OR
8/17 Sears Point Raceway, Sonoma, CA
8/23 Laguna Seca Raceway, Monterey, CA

9/24 Laguna Seca Raceway, Monterey, CA
10/1 Thunderhill Raceway, Willows, CA
10/15 Buttonwillow Raceway, Buttonwillow, CA
11/13 Sears Point Raceway, Sonoma, CA
11/19 Laguna Seca Raceway, Monterey, CA
For additional info, call [805] 772-8301, FAX [805] 772-5929.

Fastrack Riders Track Days

5/18 Willow Springs Int. Raceway, Rosamond, CA
6/1 Streets of Willow, Rosamond, CA
6/15 Willow Springs Int. Raceway, Rosamond, CA
7/13 Willow Springs Int. Raceway, Rosamond, CA
8/17 Streets of Willow, Rosamond, CA
8/31 Willow Springs Int. Raceway, Rosamond, CA
9/7 Willow Springs Int. Raceway, Rosamond, CA
10/19 Willow Springs Int. Raceway, Rosamond, CA
11/16 Streets of Willow, Rosamond, CA
11/30 Willow Springs Int. Raceway, Rosamond, CA
12/14 Willow Springs Int. Raceway, Rosamond, CA
For additional info, call [562] 699-2305.

FASTTRAX Advanced Street Riding School

5/25 Nelson Ledges Road Course, Garrettsville, OH
5/26 Nelson Ledges Road Course, Garrettsville, OH
6/30 Nelson Ledges Road Course, Garrettsville, OH
7/18 Mid-Ohio Sports Car Course, Lexington, OH
8/11 Nelson Ledges Road Course, Garrettsville, OH
9/8 Nelson Ledges Road Course, Garrettsville, OH
9/28 Nelson Ledges Road Course, Garrettsville, OH
For additional info, call Bob Stanley [330] 494-8410,
FAX [330] 494-8398, e-mail rstanley@neo.rr.com,
www.fastone.com.

FASTTRAX Racing School & Open Practice

6/22 Nelson Ledges Road Course, Garrettsville, OH
7/19 Mid-Ohio Sports Car Course, Lexington, OH**
7/27 Nelson Ledges Road Course, Garrettsville, OH
8/31 Nelson Ledges Road Course, Garrettsville, OH
9/29 Nelson Ledges Road Course, Garrettsville, OH
* 2-day school ** Pro Practice
For additional info, call Bob Stanley [330] 494-8410, FAX [330]
494-8398, e-mail rstanley@neo.rr.com, www.fastone.com.

HRRA Track Days

6/10 Hawaii Raceway Park, Ewa Beach, HI
7/8 Hawaii Raceway Park, Ewa Beach, HI
8/12 Hawaii Raceway Park, Ewa Beach, HI
9/9 Hawaii Raceway Park, Ewa Beach, HI
10/14 Hawaii Raceway Park, Ewa Beach, HI
11/11 Hawaii Raceway Park, Ewa Beach, HI
12/16 Hawaii Raceway Park, Ewa Beach, HI
For additional info, call [808] 541-1491, FAX [808] 832-2381,
e-mail HawkGTP@aol.com, www.hrta.net

Hyperclub Open Track Days

5/19 The Streets of Willow, Rosamond, CA
6/25 Willow Springs Int'l Raceway, Rosamond, CA
7/9 Willow Springs Int'l Raceway, Rosamond, CA
8/6 Willow Springs Int'l Raceway, Rosamond, CA
9/10 Willow Springs Int'l Raceway, Rosamond, CA
10/29 Willow Springs Int'l Raceway, Rosamond, CA
11/29 The Streets of Willow, Rosamond, CA
12/10 The Streets of Willow, Rosamond, CA
For additional info, call [818] 988-8860, FAX [818] 988-8834,
e-mail hypercycle@1stconnect.com www.hyperclub.la

Learning Curves Roadrace School

5/17 Blackhawk Farms, S. Beloit, IL**
5/19 Blackhawk Farms, S. Beloit, IL
5/21 Blackhawk Farms, S. Beloit, IL*
5/26 Roebing Road, Faulkville, GA
6/2 Blackhawk Farms, S. Beloit, IL
6/2 Rausch Creek Motorsports Park, Valley View, PA
6/4 Road America, Elkhart Lake, WI*
6/9 Gateway Int'l Raceway, Madison, IL
6/9 Carolina Motorsports Park, Kershaw, SC
6/13 Road America, Elkhart Lake, WI***
6/16 Heartland Park, Topeka, KS
6/23 Roebing Road, Faulkville, GA
7/7 Blackhawk Farms, S. Beloit, IL
7/14 Rausch Creek Motorsports Park, Valley View, PA
7/21 Roebing Road, Faulkville, GA
8/4 Virginia Int'l Raceway, Danville, VA
8/18 Rausch Creek Motorsports Park, Valley View, PA
8/25 Blackhawk Farms, S. Beloit, IL
8/29 Blackhawk Farms, S. Beloit, IL***
9/1 Roebing Road, Faulkville, GA
9/8 Blackhawk Farms, S. Beloit, IL
9/15 Gateway Int'l Raceway, Madison, IL
9/22 Rausch Creek Motorsports Park, Valley View, PA
10/6 Gateway Int'l Raceway, Madison, IL
10/6 Virginia Int'l Raceway, Danville, VA
11/3 Carolina Motorsports Park, Kershaw, SC
* Sport/Street Track Day (No License Required)
** Advanced Racing Clinic (Licensed Racers Only)
*** Buell Rider Adventure Group (No License Required)
For additional info, call [414] 327-0140,
www.learningcurves.com

MARRC Roadracing School

7/7 Summit Point Raceway, Summit Point, WV
9/8 Summit Point Raceway, Summit Point, WV
10/13 Summit Point Raceway, Summit Point, WV
For additional info, call Karen or Scooter Ball [301] 937-4834,
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or Brian Summers (703) 222-6655 (no calls after 10:00 p.m. ET, e-mail racbri@erols.com, www.marcc.org.

Midwest Track & Sport Riders Track Days

6/25 Gingerman Raceway, S. Haven, MI
7/12 Blackhawk Farms, S. Beloit, IL
8/13 Blackhawk Farms, S. Beloit, IL
9/13 Blackhawk Farms, S. Beloit, IL
For additional info, call Joe Eaton (815) 962-1210 days, or (815) 629-2313 nights, e-mail spioel@aol.com, www.midwesttrackriders.org.

Mosport Open Track Days

5/21 Mosport Int'l Raceway, Mosport, ON
6/25 Mosport Int'l Raceway, Mosport, ON
7/14-15 Mosport Int'l Raceway, Mosport, ON
7/16 Mosport Int'l Raceway, Mosport, ON
7/17 Mosport Int'l Raceway, Mosport, ON
7/18 Mosport Int'l Raceway, Mosport, ON
8/18 Mosport Int'l Raceway, Mosport, ON
8/19 Mosport Int'l Raceway, Mosport, ON
9/3 Mosport Int'l Raceway, Mosport, ON
For additional info, call (905) 655-5403, www.mosport.com

MRA Racing School

5/18-19 Pueblo Motorsport Park, Pueblo, CO
6/1-2 Pikes Peak Int'l Raceway, Fountain, CO
For additional info, call (303) 530-5679, www.mra-racing.org

Northeast Sportbike Association (NESBA)

Track Days
6/2 Pocono Int'l Raceway (East course), Long Pond, PA
6/2-3 Virginia Int'l Raceway (South course), Danville, VA
6/8 Summit Point Raceway (full course), Summit Point, WV
6/9-10 Summit Point Raceway (Jefferson Circuit), Summit Point, WV
6/14 Road America, Elkhart Lake, WI
6/16-17 Carolina Motorsports Park, Kershaw, SC
7/1 Virginia Int'l Raceway (South course), Danville, VA
7/14-15 Putnam Park Road Course, Mt. Meridian, IN
7/14-15 Virginia Int'l Raceway (South course), Danville, VA
7/21-22 Summit Point Raceway (Jefferson Circuit), Summit Point, WV
7/29 Rausch Creek Motorsports Park, Valley View, PA
8/18-19 Blackhawk Farms, S. Beloit, IL
8/18 Pocono Int'l Raceway (2.5-mile course), Long Pond, PA
9/9 Pocono Int'l Raceway (East course), Long Pond, PA
9/14-15 Rausch Creek Motorsports Park, Valley View, PA
9/16 Virginia Int'l Raceway (North course), Danville, VA
9/22-23 Blackhawk Farms, S. Beloit, IL
9/29-30 Virginia Int'l Raceway (South course), Danville, VA
10/6-7 Pocono Int'l Raceway (East course), Long Pond, PA
10/13-14 Rausch Creek Motorsports Park, Valley View, PA
10/20-21 Putnam Park Road Course, Mt. Meridian, IN
11/3 Summit Point Raceway (Jefferson Circuit), Summit Point, WV
11/3-4 Gateway Int'l Raceway, Madison, IL
11/17-18 Carolina Motorsports Park, Kershaw, SC
For more info, call/ FAX (877) AT-NESBA, www.nesba.com.

OMRRA Race School

9/21 Portland Int'l Raceway, Portland, OR
For more info, call (503) 221-1487, FAX (503) 439-6279, e-mail omrria@aol.com, www.omrria.com.

Penguin Racing School

5/18 New Hampshire Int'l Speedway, Loudon, NH
6/8 New Hampshire Int'l Speedway, Loudon, NH
6/12 New Hampshire Int'l Speedway, Loudon, NH**
6/12-13 New Hampshire Int'l Speedway, Loudon, NH*
7/6 New Hampshire Int'l Speedway, Loudon, NH
7/20 Rausch Creek Motorsports Park, Harrisburg, PA
7/27 New Hampshire Int'l Speedway, Loudon, NH
8/10 Rausch Creek Motorsports Park, Harrisburg, PA
8/17 New Hampshire Int'l Speedway, Loudon, NH
8/29 New Hampshire Int'l Speedway, Loudon, NH**
8/31 New Hampshire Int'l Speedway, Loudon, NH
9/26 New Hampshire Int'l Speedway, Loudon, NH**
9/28 New Hampshire Int'l Speedway, Loudon, NH
12/3 North Florida Motorsports Park, Jennings, FL
12/7 Homestead Motorsports Complex, Homestead, FL
* Two Day Pro School
** Street Rider Track Day
For additional info, call (508) 339-4673, FAX (508) 339-5760.

STAR Motorcycle School

5/14-15 Motorsport Ranch, Cresson, TX
6/4-5 Heartland Park, Topeka, KS
6/25-26 Putnam Park, Mt. Meridian, IN
8/6-7 Rausch Creek Motorsports Park, Harrisburg, PA
8/20-21 Gingerman Raceway, S. Haven, MI
8/27-28 Second Creek, Denver, CO
9/10-11 Virginia Int'l Raceway, Danville, VA
9/22-23 Carolina Motorsports Park, Kershaw, SC
10/4-5 Motorsport Ranch, Cresson, TX
10/15-16 Thunderhill Park, Willows, CA
10/22-23 Buttonwillow Raceway, Buttonwillow, CA
For additional info, call (805) 658-6333, www.starmotorcycle.com.

Summit Point Practice Days

7/5 Summit Point Raceway, Summit Point, WV
10/3 Summit Point Raceway, Summit Point, WV

For additional info, call Roger Lyle (301) 933-2599, e-mail RogerLyle@erols.com, www.marcc.org.

T.E.A.M. Arizona's Track Time

5/26 Phoenix Int'l Raceway, Goodyear, AZ
For additional info, call (480) 998-9888, FAX (480) 860-1614, e-mail info@motorcycletraining.com, www.teamarizona.com/tracktime.html.

Team Pro-Motion Track Days

5/25 Rausch Creek Raceway (WERA School), Valley View, PA
6/1 Rausch Creek Raceway (CCS School), Valley View, PA
6/3 Pocono Int'l Raceway (East Course), Long Pond, PA
6/23-24 Summit Point Raceway (Jefferson Course), Summit Point, WV
7/7-8 Mosport Int'l Raceway, Mosport, Ontario, Canada
7/13 Rausch Creek Raceway (CCS School), Valley View, PA
7/27-28 Rausch Creek Raceway, Valley View, PA
8/4-5 Virginia Int'l Raceway (South Course), Danville, VA
8/17 Rausch Creek Raceway (CCS School), Valley View, PA
8/21 Pocono Int'l Raceway (F-USA Course), Long Pond, PA
9/1-2 Pocono Int'l Raceway (East Course), Long Pond, PA
9/6 Rausch Creek Raceway (School), Valley View, PA
9/15 Pocono Int'l Raceway (East Course), Long Pond, PA
9/20 Rausch Creek Raceway (CCS School), Valley View, PA
9/22-23 Virginia Int'l Raceway (South Course), Danville, VA
10/13 Pocono Int'l Raceway (North Course), Long Pond, PA
10/14 Pocono Int'l Raceway (East Course), Long Pond, PA
10/20-21 Rausch Creek Raceway, Valley View, PA
11/4 Summit Point Raceway (Jefferson Circuit), Summit Point, WV
11/5 Summit Point Raceway, Summit Point, WV
11/17-18 Virginia Int'l Raceway (North Course), Danville, VA
For additional info, call (215) 675-5080, www.teampromotion.com.

Visionsports Riding Schools

5/31 Blackhawk Farms, S. Beloit, IL
6/11 Blackhawk Farms, S. Beloit, IL
7/5 Blackhawk Farms, S. Beloit, IL
8/23 Blackhawk Farms, S. Beloit, IL
For additional info, call (262) 594-3883, FAX (262) 594-3883, e-mail visionsports@networx.net, website www.team-visionsports.com.

WSMC New Racer School

5/19 Willow Springs Int'l Raceway, Rosamond, CA
6/16 Willow Springs Int'l Raceway, Rosamond, CA
7/14 Willow Springs Int'l Raceway, Rosamond, CA
8/18 Willow Springs Int'l Raceway, Rosamond, CA
9/8 Willow Springs Int'l Raceway, Rosamond, CA
10/20 Willow Springs Int'l Raceway, Rosamond, CA
11/17 Willow Springs Int'l Raceway, Rosamond, CA
12/15 Willow Springs Int'l Raceway, Rosamond, CA
For additional info, call (661) 256-1234, FAX (661) 256-1583, e-mail racewillow@aol.com, www.race-wsmc.com

Advantage Racing School (Dirt Track Training)

5/20 Club Moto, Livermore, CA
5/27 Ken Maely's Ranch, Corona, CA
For additional info, call (408) 374-4298, FAX (408) 374-4297, www.xr100.com/advantage.html, advantage@advantage.com

American Supercamp (Dirt Track Training)

5/25-26 Springfield, IL
5/27-28 Springfield, IL
8/20-21 Mead, CO
9/21-22 Spokane, WA
9/23-24 Spokane, WA
10/5-6 Santa Rosa, CA
10/7-8 Santa Rosa, CA
10/19-20 Colton, CA
10/21-22 Colton, CA
11/2-3 Harrington, DE
11/4-5 Harrington, DE
11/9-10 Talladega, AL
11/11-12 Talladega, AL
For additional info, call (970) 669-4322, FAX (970) 669-6102, www.americansupercamp.com.

RACING ON TV

ESPN 2

5/15 Motoworld TV Show 6:00 p.m.
5/16 Motoworld TV Show (re-run) 5:00 a.m.
5/22 Motoworld TV Show 6:00 p.m.
5/25 Motoworld TV Show (re-run) 4:30 a.m.
5/29 Motoworld TV Show 6:30 p.m.
5/30 Motoworld TV Show (re-run) 5:00 a.m.
6/5 Motoworld TV Show 6:00 p.m.
6/6 Motoworld TV Show (re-run) 5:00 a.m.
6/12 Motoworld TV Show 6:00 p.m.
6/13 Motoworld TV Show (re-run) 5:00 a.m.
All times are Eastern.

Speedvision

5/15 World Superbike, Race 2, Monza, Italy 8:00p.m. (TD)
5/19 AMA Superbike, Braselton, GA 3:00p.m. (Live)
5/20 AMA Superbike, Braselton, GA 3:00p.m. (Live)
5/20 500cc GP LeMans, France 9:00p.m. (SDD)
5/20 250cc GP LeMans, France 10:00p.m. (SDD)
5/27 World Superbike, Race 1, Derby, England 8:00p.m. (SDD)
5/29 World Superbike, Race 2, Derby, England 8:00p.m. (TD)
6/3 500cc GP Mugello, Italy 9:00p.m. (SDD)
6/3 250cc GP Mugello, Italy 10:00p.m. (SDD)
6/9 AMA Superbike, Elkhart Lake, WI 3:00p.m. (Live)

6/8 AMA Formula Xtreme, Sonoma, CA 8:00p.m. (TD)
6/10 AMA Superbike, Elkhart Lake, WI 3:00p.m. (Live)
6/10 World Superbike, Race 1, Lausitzing, Germany 8:00p.m. (SDD)
6/12 World Superbike, Race 2, Lausitzing, Germany 8:00p.m. (TD)
6/12 AMA 600 Supersport, Elkhart Lake, WI 9:00p.m. (TD)
6/12 AMA 750 Supersport, Elkhart Lake, WI 9:00p.m. (TD)
6/12 AMA Formula Xtreme, Elkhart Lake, WI 10:00p.m. (TD)
6/17 AMA Superbike, Loudon, NH 3:00p.m. (Live)
6/17 500cc GP Catalunya, Spain 9:00p.m. (SDD)
6/17 250cc GP Catalunya, Spain 10:00p.m. (SDD)
6/19 AMA Formula Xtreme, Loudon, NH 8:00p.m. (TD)
6/19 AMA 600 Supersport, Loudon, NH 9:00p.m. (TD)
6/19 AMA 750 Supersport, Loudon, NH 9:00p.m. (TD)
6/22 AMA 600 Supersport, Braselton, GA 9:00p.m. (TD)
6/22 AMA 750 Supersport, Braselton, GA 9:00p.m. (TD)
6/22 AMA Formula Xtreme, Braselton, GA 10:00p.m. (TD)
6/24 World Superbike, Race 1, Misano, Italy 8:00p.m. (SDD)
6/26 AMA Superbike, Race 2, Misano, Italy 8:00p.m. (TD)
6/30 500cc GP Assen, Netherlands 9:00p.m. (TD)
6/30 250cc GP Assen, Netherlands 10:00p.m. (SDD)
7/7 AMA Superbike, Monterey, CA 5:00p.m. (Live)
7/8 World Superbike, Race 1, Monterey, CA 2:30p.m. (Live)
7/10 World Superbike, Race 2, Monterey, CA 8:00p.m. (TD)
7/10 AMA 600 Supersport, Monterey, CA 9:00p.m. (TD)
7/10 AMA 750 Supersport, Monterey, CA 9:00p.m. (TD)
7/15 250cc GP Derby, England 10:00p.m. (TD)
7/18 500cc GP Derby, England 9:00p.m. (SDD)
7/21 AMA Superbike, Lexington, OH 2:00p.m. (Live)
7/22 AMA Superbike, Lexington, OH 2:00p.m. (Live)
7/24 AMA Formula Xtreme, Lexington, OH 8:00p.m. (TD)
7/24 AMA 600 Supersport, Lexington, OH 9:00p.m. (TD)
7/24 AMA 750 Supersport, Lexington, OH 9:00p.m. (TD)
7/29 AMA Superbike, Brainerd, MN 3:00p.m. (Live)
7/29 500cc GP Sachsenring, Germany 9:00p.m. (SDD)
7/29 250cc GP Sachsenring, Germany 10:00p.m. (SDD)
7/31 AMA Formula Xtreme, Brainerd, MN 8:00p.m. (TD)
7/31 AMA 600 Supersport, Brainerd, MN 9:00p.m. (TD)
7/31 AMA 750 Supersport, Brainerd, MN 9:00p.m. (TD)
8/5 World Superbike, Race 1, Brands Hatch, Eng 8:00p.m. (SDD)
8/7 World Superbike, Race 2, Brands Hatch, Eng 8:00p.m. (TD)
8/14 AMA Formula Xtreme, Fountain, CO 8:00p.m. (TD)
8/26 AMA Superbike, Fountain, CO 4:00p.m. (Live)
8/26 500cc GP Brno, Czech Republic 9:00p.m. (SDD)
8/26 250cc GP Brno, Czech Republic 10:00p.m. (SDD)
8/28 AMA 600 Supersport, Fountain, CO 9:00p.m. (TD)
8/28 AMA 750 Supersport, Fountain, CO 9:00p.m. (TD)
9/2 World Superbike, Race 1, Oschers, Ger 8:00p.m. (SDD)
9/4 World Superbike, Race 2, Oschers, Germany 8:00p.m. (TD)
9/9 World Superbike, Race 1, Assen, Holland 8:00p.m. (SDD)
9/9 500cc GP Estoril, Portugal 9:00p.m. (SDD)
9/9 250cc GP Estoril, Portugal 10:00p.m. (SDD)
9/11 World Superbike, Race 2, Assen, Holland 8:00p.m. (TD)
9/16 AMA Superbike, Rosamond, CA 5:00p.m. (Live)
9/18 AMA Formula Xtreme, Rosamond, CA 8:00p.m. (TD)
9/18 AMA 600 Supersport, Rosamond, CA 9:00p.m. (TD)
9/18 AMA 750 Supersport, Rosamond, CA 9:00p.m. (TD)
9/12 World Superbike, Race 1, Location TBA 8:00p.m. (SDD)
9/23 500cc GP Valencia, Spain 9:00p.m. (SDD)
9/23 250cc GP Valencia, Spain 10:00p.m. (SDD)
9/25 World Superbike, Race 2, Location TBA 8:00p.m. (TD)
9/30 AMA Superbike, Alton, VA 3:00p.m. (Live)
9/30 World Superbike, Race 1, Imola, Italy 8:00p.m. (SDD)
10/2 World Superbike, Race 2, Imola, Italy 8:00p.m. (TD)
10/2 AMA 600 Supersport, Alton, VA 9:00p.m. (TD)
10/2 AMA 750 Supersport, Alton, VA 9:00p.m. (TD)
10/7 500cc GP Rio, Brazil 9:00p.m. (TD)
10/7 250cc GP Rio, Brazil 10:00p.m. (SDD)
10/20 AMA Formula Xtreme, Alton, VA 8:00p.m. (TD)
10/21 500cc GP Motegi, Japan 9:00p.m. (SDD)
10/21 250cc GP Motegi, Japan 10:00p.m. (TD)
10/28 500cc GP Phillip Island, Australia 9:00p.m. (SDD)
10/28 250cc GP Phillip Island, Australia 10:00p.m. (SDD)
11/4 500cc GP Sepang, Malaysia 9:00p.m. (SDD)
11/4 250cc GP Sepang, Malaysia 10:00p.m. (SDD)
11/30 World Superbike Venues, Year in Racing 8:00p.m. (TD)
12/4 AMA Superbike Venues, Year in Racing 8:00p.m. (TD)
12/11 500cc GP Venues, Year in Racing 8:00p.m. (TD)
(SDD) = Same Day Delayed; (TD) = Tape Delayed.
(All times Eastern)

Suzuka GP Notes

greater than the entire budget required to run a smaller 500cc team within the current two-stroke regulations. The French-based Pulse team is one crew that won't be joining the dash to four-stroke power in 2002. Team boss Dave Stewart said the outfit will be sticking with its SwissAuto-derived 500cc two-stroke. Riders Jay Vincent and Mark Willis had a tough time at Suzuka, both DNFin, both while in the points. No surprise there since the bikes, using Team Roberts-built chassis, were only completed a few weeks before the season and tested just once, at Catalunya.

Stewart's team is currently funded by bungee millionaire A.J. Hackett (the New Zealander who invented the craze) and computer millionaire Bill Buckley, the man behind the BSL 500cc Triple.

The 2001 season is, of course, the 52nd and final 500cc World Championship before 990cc four-strokes join the so-called GP1 class next year. (And if you're wondering why 990 and not 1000cc, the lower figure was chosen to placate owners of the World Superbike series which allows 1000cc V-Twins.) The 2001 season also looks like it will be the closest-ever, even closer than it was in the last two years, which offered tighter racing than ever before. Last year the average winning margin in the 500cc class was just 2.34 seconds, a fraction tighter than the previous closest average of 2.46 seconds in 1999.

Perhaps even more impressive, for it underlines the intensity of the battles up-front, the four closest top-five finishes all happened last year. The tightest came at the Sachsenring, when Alex Barros led over the line, with the top five covered by just 1.674 seconds.

At Phillip Island Max Biaggi was chased over the line by four riders just 1.885 seconds back.

Insane stuff, and one wonders how close things will be when the new breed of four-strokes hits the tracks in 2002. With so much variety of technology, with Threes, Fours and Fives, maybe the racing won't be closer, at least in the early days. But these liter-racers are going to need super-smooth power and torque curves to make them easy to ride, which should make for close racing.

West Will Be Back, On An Aprilia

Teenager Anthony West turned up at Suzuka, but without the Aprilia RSV250 he will ride in this year's 250cc World Championship. The Australian is still thrashing out final details of a deal with Austrian team owner Andy Leuthe, and the team wasn't able to get the bikes ready in time to be freighted to Japan.

"I'm flying to Italy after this and I hope to get the chance to do some testing before we have to send the bike down to Welkom," said Westy, who hoped to start his season at the South African GP on April 22. "I've not ridden a race-bike since Phillip Island last October, so I definitely need some track time."

West has never raced an Aprilia. He has ridden Honda RS250 and NSR250 machines over the past two years, taking sixth overall in the 2000 250cc World Championship.

Yamaha Admits To Using Traction Control

Yamaha personnel "revealed" at

Warning!

Event dates and locations are subject to change by promoters and sanctioning bodies. Before you set out on a cross-country trek, verify the event date and location. That's why we list phone numbers for additional info.

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ROADRACING WORLD

P.O. Box 1428 • Lake Elsinore, CA 92531

Suzuka that their GP machines are running a traction control system this year. In fact both the factory's YZR500 and YZR250 machines have been running such high-tech systems for some years. Yamaha insiders insist that their number one 500cc team was running it as far back as the early 1990s, with three-time World Champion Wayne Rainey.

"The system we have uses an ignition timing control," revealed engineer Yoshiaki Hiyasaki. "We've been testing several different types of system for a number of years and now our riders can choose a number of different mapping systems through a switch on the left handlebar. Generally the systems operate by constantly comparing back-wheel speed to front-wheel speed and riders can adjust how much they want the bike to slide, according to track and weather conditions."

No More Qualifying Tires

There will be no more qualifying tires in 500cc racing after riders and teams told Michelin officials they'd rather do without them. The French tire firm reintroduced qualifiers last season, following requests from several riders, especially Garry McCoy, whose radical style requires an ultra-soft rear tire. But the process of riders switching to qualifiers right at the end of sessions, allowing them to go for one or two super-quick laps to help their grid position, caused teams more problems than they solved.

"The majority of riders and teams believe they only complicate matters," said Jacques Morelli of Michelin, which currently supplies every 500cc team in GP racing after assuming total dominance of the class in the 1990s. "Also, we think one-lap tires aren't really fair for the riders, because a rider may get slowed by someone on his one fast-lap and waste his best attempt. We believe it's better to have a range of soft tires, which will be good for, say, four or five laps, giving each rider a better chance of cutting his best-possible lap time. We think this new system is better and easier for everyone, just as it was before."

"It's quite a complex matter anyway, because a soft tire for one rider could be like a qualifying tire for another. Last year we found that some riders might get only one lap from a qualifier while others might be able to use the same tire for up to 10 fast laps. This year we'll be increasing our range of soft tires after working with some of the newest 500 riders who seem to like softer rubber."

Worries that the change of policy might hamper McCoy diminished when the Aussie qualified on the front row at Suzuka.

Near Disaster For Melandri

Marco Melandri, Aprilia's number-one hope for the 250cc crown, started his campaign disastrously by crashing during final qualifying and dislocated his right shoulder. Following overnight treatment by the doctors of Clinica Mobile he rode the morning warm-up and decided to race, finishing sixth. Melandri had been closest to rocketman Daijiro Katoh in practice, albeit 1.1 seconds slower than the remarkable Japanese.

RW

GP Suzuka continued from page 25

Rossi, 2:06.140; 8. Barros, 2:06.295; 9. Roberts, 2:06.469; 10. Haga, 2:06.597; 11. Crivillé, 2:06.714; 12. Checa, 2:06.858; 13. Jose Luis Cardoso, Spain (Yam YZR500), 2:06.993; 14. Gibernau, 2:07.121; 15. Ryo, 2:07.580; 16. van den Goorbergh, 2:08.419; 17. Aoki, 2:08.906; 18. Chris Walker, Great Britain (Hon NSR500), 2:09.129; 19. Jacque, 2:09.409; 20. Haslam, 2:10.478.

500cc WORLD CHAMPIONSHIP POINT STANDINGS (After 1 of 16 rounds, all 16 count): 1. Rossi, 25 points; 2. McCoy, 20 points; 3. Biaggi, 16 points; 4. Abe, 13 points; 5. Nakano, 11 points; 6. Barros, 10 points; 7. Roberts, 9 points; 8. Capirossi, 8 points; 9. Crivillé, 7 points; 10. Checa, 6 points.

250cc FINAL (April 8): 1. Daijiro Katoh, Japan (Hon NSR250), 41:03.596, 101.083 mph; 2. Tetsuya Harada, Japan (Apr RSW250), 41:22.359; 3. Roberto Locatelli, Italy (Apr RSW250), 41:22.431; 4. Naoki Matsudo, Japan (Yam TZ250), 41:26.731; 5. Roberto Rolfo, Italy (Apr RSV250), 41:28.019; 6. Marco Melandri, Italy (Apr RSW250), 41:30.191; 7. Franco Battaini, Italy (Apr RSW250), 41:34.738; 8. Jeremy McWilliams, Great Britain (Apr RSW250), 41:47.549; 9. Sebastian Porto, Argentina (Yam TZ250), 41:49.483; 10. Taro Sekiguchi, Japan (Yam TZ250), 41:52.092; 11. Fonsi Nieto, Spain (Apr RSV250), 41:57.179; 12. Alex Hofmann, Germany (Apr RSV250), 42:08.768; 13. Hiroshi Aoyama, Japan (Hon RS250), 42:08.863; 14. Klaus Noehles, Germany (Apr RSV250), 42:21.018; 15. Sylvain Guintoli, France (Apr RSV250), 42:21.779; 16. David Checa, Spain (Hon RS250), 42:22.198; 17. Lorenzo Lanzi, Italy (Apr RSV250), 42:29.636; 18. Jeronimo Vidal, Spain (Apr RSV250), 42:39.464; 19. Shinichi Nakatomi, Japan (Hon RS250), 42:45.243; 20. Tekkyu Kayoh, Japan (Hon TSR-Hon RS250), 42:47.487; 26. Alex Debon, Spain (Apr RSV250), 6 laps, DNF, crashed; 29. Randy DePuniet, France (Apr RSV250), 4 laps, DNF, entered pits. Race Distance, 19 laps, 69.175 miles; Race Time, 41 minutes, 3.596 seconds; Race Average Speed, 101.083 mph; Victory Margin, 18.763 seconds; Fastest Lap, Katoh, 2:08.658, 101.873 mph, Lap 7.

250cc QUALIFYING: 1. Katoh, 2:07.414, 102.868 mph; 2. Locatelli, 2:08.633; 3. Melandri, 2:09.221; 4. Debon, 2:09.295; 5. McWilliams, 2:09.363; 6. Battaini, 2:09.450; 7. Matsudo, 2:09.598; 8. Harada, 2:09.683; 9. Rolfo, 2:09.741; 10. DePuniet, 2:10.013; 11. Porto, 2:10.046; 12. Nieto, 2:10.251; 13. Noehles, 2:10.261; 14. Aoyama, 2:10.264; 15. Sekiguchi, 2:10.473; 16. Nakatomi, 2:10.477; 17. Luca Boscuro, Italy (Apr RSV250), 2:10.497; 18. Hofmann, 2:10.528; 19. Emilio Alzamora, Spain (Hon RS250), 2:10.594; 20. David De Gea, Spain (Yam TZ250), 2:10.598.

250cc WORLD CHAMPIONSHIP POINT STANDINGS (After 1 of 16 rounds, all 16 count): 1. Katoh, 25 points; 2. Harada, 20 points; 3. Locatelli, 16 points; 4. Matsudo, 13 points; 5. Rolfo, 11 points; 6. Melandri, 10 points; 7. Battaini, 9 points; 8. McWilliams, 8 points; 9. Porto, 7 points; 10. Sekiguchi, 6 points.

125cc FINAL (April 8): 1. Masao Azuma, Japan (Hon RS125), 40:59.192, 95.935 mph; 2. Youichi Ui, Japan (Derbi), 40:59.259; 3. Simone Sanna, Italy (Apr RS125R), 40:59.796; 4. Gino Borsoi, Italy (Apr RS125R), 41:00.090; 5. Manuel Poggiali, Republic of San Marino (Giler), 41:00.343; 6. Lucio Cecchinello, Italy (Apr RS125R), 41:00.568; 7. Steve Jenkner, Germany (Apr RS125R), 41:13.365; 8. Mirko Giansanti, Italy (Hon RS125), 41:13.824; 9. Arnaud Vincent, France (Hon RS125), 41:14.927; 10. Pablo Nieto, Spain (Derbi), 41:15.525; 11. Angel Nieto Jr, Spain (Hon RS125), 41:16.576; 12. Max Sabbatani, Italy (Apr RS125), 41:17.184; 13. Gianluigi Scalvini, Italy (Italjet), 41:17.813; 14. Alex De Angelis, Italy (Hon RS125), 41:17.820; 15. Hiroyuki Kikuchi, Japan (Hon RS125), 41:22.847; 16. Antonio Elias, Spain (Hon RS125), 41:33.593; 17. Jaroslav Hules, Czech Republic (Hon RS125), 41:33.713; 18. Daniel Pedrosa, Spain (Hon RS125), 41:46.030; 19. Joan Olive, Spain (Hon RS125), 41:46.570; 20. Masafumi Ono, Japan (Hon RS125), 41:47.356; 26. Hideyuki Nakajoh, Japan (Hon RS125), 15 laps, DNF, entered pits; 27. Noboru Ueda, Japan (TSR-Hon RS125), 14 laps, DNF, crashed; 32. Stefano Perugini, Italy (Italjet), 5 laps, DNF, crashed. Race Distance, 18 laps, 65.534 miles; Race Time, 40 minutes, 59.192 seconds; Race Average Speed, 95.935 mph; Victory Margin, 0.067-second; Fastest Lap, Azuma, 2:15.353, 96.834 mph, Lap 14.

125cc QUALIFYING: 1. Ui, 2:14.686, 97.314 mph; 2. Poggiali, 2:14.832; 3. Cecchinello, 2:14.941; 4. Azuma, 2:14.986; 5. Jenkner, 2:15.253; 6. Borsoi, 2:15.292; 7. Ueda, 2:15.614; 8. Perugini, 2:15.899; 9. Sabbatani, 2:16.265; 10. Nakajoh, 2:16.293; 11. A. Nieto, 2:16.414; 12. Scalvini, 2:16.537; 13. Hules, 2:16.602; 14. DeAngelis, 2:16.648; 15. Kikuchi, 2:16.713; 16. Giansanti, 2:16.765; 17. Elias, 2:16.827; 18. Vincent, 2:16.976; 19. Sanna, 2:17.078; 20. Gaspare Caffiero, Italy (Apr RS125), 2:17.291; 22. P. Nieto, 2:17.465.

125cc WORLD CHAMPIONSHIP POINT STANDINGS (After 1 of 16 rounds, all 16 count): 1. Azuma, 25 points; 2. Ui, 20 points; 3. Sanna, 16 points; 4. Borsoi, 13 points; 5. Poggiali, 11 points; 6. Cecchinello, 10 points; 7. Jenkner, 9 points; 8. Giansanti, 8 points; 9. Vincent, 7 points; 10. P. Nieto, 6 points.



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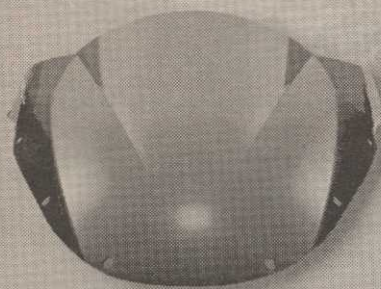
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CCS AT ROSAMOND, CALIFORNIA,
APRIL 7-8

Toyé Triumphs On Streets of Willow Races

By David Swarts

WSMC Champion Jeremy Toyé came out to the CCS event at the Streets of Willow 1.7-mile road course to have fun and support his tuner's first road racing effort and came away with the biggest race win of the day. Toyé waited until the Unlimited Grand Prix race before wheeling out his Yamaha YZF-R6 and took an impressive win from the back of the grid. Yugoslavian immigrant Zoran Vujasinovic also showed his best stuff by winning three races on his MB Motorsports Suzuki SV650 Superbike while turning lap times that would have beat most other racers present—except for Toyé.

After winning the Heavyweight Sportsman race in horrendous weather on Saturday, Vujasinovic started Sunday's program with a dominant win in Lightweight Superbike. After getting a great start, an important factor on the tight Streets course, Vujasinovic pulled out to a five-second lead by the second lap. Vujasinovic went on to win by nearly 20 seconds in the nine-lap race. The battle for second place was much more entertaining as A. J. Ammann and Spears Engineering's Brian Long fought for the runner-up spot. Long held that position from the start, but Ammann snuck up the inside of Long in turn four on lap five to take second. Long held on to third.

Vujasinovic returned two races later in SuperTwins, and faced a little more competition. Again, Vujasinovic got the holeshot over Bill Morgan on a Ducati 996, Long and Rich Thorwaldson on a Honda RC51. Vujasinovic took advantage of his start to build an early lead. Thorwaldson was into second by lap two, but couldn't close on Vujasinovic. With lap times in the mid-1:26 range, Vujasinovic brought his Michelin slick-shod Suzuki V-Twin home to its third win. Morgan, Long, Buell-mounted Jody Hendley, and RC51-equipped Jimm Groshong battled for the last podium spot, but Morgan was black-flagged for loose bodywork on lap five, reducing the fight to three. Hendley slid his Buell out of most of the corners, but Long out-braked Hendley on the last lap to take third. Hendley held onto fourth with Groshong just behind him in fifth.

Chad Rolland won the Unlimited Superbike race on his Yamaha YZF-R6, and 55-year-old Thorwaldson took the Heavyweight Superbike victory on his RC51 Honda. After four races, Michelin riders had won all four on a combination of slicks and Pilot DOTs, but Motul's Scott Simpson ended Michelin's streak by winning Middleweight Supersport on his Dunlop D208-equipped Kawasaki ZX-6R over Robert Campbell, Brian Schaefer, Rolland and Blake Lawson.

As the grid formed for the Unlimited Grand Prix, the stage was set for a showdown between race winners Rolland, Thorwaldson and Simpson versus WSMC veteran Clinton Whitehouse, Firebird track record holder Rory Palmer and Toyé. Lenny Beckman was first into turn two on his big Yamaha YZF-R1, but Rolland slipped his YZF-R6 by to lead the first lap over Beckman. Simpson, Daryl Hunter Jr., Campbell, Whitehouse, Jeff Whitmer, Robb Martin, and Toyé. Rolland began building a small lead. Simpson was holding down second until he lost the front in fast turn six. Campbell and Beckman assumed the fight for second place while Whitehouse, Whitmer, and Toyé battled over fourth.

On lap four coming into the last set of switchbacks before the skid pad, turn nine, Whitmer tried to go underneath Whitehouse and Toyé and didn't make it. According to Toyé, Whitmer jumped the curb on the inside of the left-hand kink, passed Toyé in the air, and T-boned Whitehouse hard. Both Whitmer and Whitehouse crashed and tumbled to a stop on the asphalt of the skid pad. Whitmer confirmed that he tried a risky pass and didn't make it.

While CCS crews quickly cleaned up the oil spilled from the ground-down case cover of one of the bikes and Whitehouse's minor injuries were attended to, Whitehouse's friends and crew began to verbally abuse Whitmer. Whitmer admitted that he had made an error in judgement and apologized, but Whitehouse's crew members were irate. Whitmer's friend, Yamaha Regional Sales Manager Rocky Aiello, tried to act as a buffer between Whitmer and the angry mob, but Aiello's patience ran out and he began to yell back at Whitehouse's crew. CCS officials separated the parties before things escalated beyond words. The incident marked the second near-fight in the pits in two races at the Streets of Willow, a tight, difficult-to-pass-on course. CCS officials used the down time to update

the grid for a six-lap restart, based on the running order on lap three. This allowed Toyé to start from row three rather than the last row of the grid. Rolland led the charge into the first corners over Beckman, Toyé and Campbell. Toyé gave his Dunlop slicks a lap to warm up before going to work, then passed Beckman on the inside of tight turn four and went by Rolland a few corners later. Toyé then checked out with a best lap time of 1:23.9 to win by over five seconds. Rolland held onto second just ahead of Beckman and Campbell. Campbell later won the Heavyweight Supersport race on his Honda CBR600F4 and Pirelli tires over Rolland.

Racing for fun and to use up the rest of his slicks, Toyé entered Middleweight Superbike and played with the field before winning by a large margin over Robb Martin, who was riding his back-up Kawasaki ZX-6R after crashing his YZF-R6 badly earlier in the day. Schaefer took third, just beating Rolland.

Toyé's longtime tuner, Evan Steel, made the most of his road racing debut, winning Lightweight Supersport Amateur and Lightweight Superbike Amateur on a well-worn, ex-LaVaughn Montgomery-Daniel Yamaha FZR400.

Dark Horse Racing's Jay Pilster took wins in Singles Grand Prix and Lightweight GP on his Honda RS125. In Lightweight GP, Pilster had to find a way around the fast SV650 of Long before he could clear out with low-1:28 lap times. Long took second comfortably ahead of Southwest CCS Champion Eric Anderson on his new Suzuki SV650.

RESULTS

UNLIMITED GRAND PRIX: 1. Jeremy Toyé (Yam YZF-R6); 2. Chad Rolland (Yam YZF-R6); 3. Lenny Beckman (Yam YZF-R1); 4. Robert Campbell (Hon CBR600); 5. Robb Martin (Yam YZF-R6); 6. Blake Lawson (Hon CBR600); 7. Rich Thorwaldson (Hon RC51); 8. Jody Hendley (Buell 1200); 9. Rory Palmer (Suz GSX-R750).

UNLIMITED SUPERSPORT EXPERT: 1. Chad Rolland (Yam YZF-R6); 2. Clinton Whitehouse III (Suz GSX-R750); 3. Donald Blatter (Yam YZF-R6); 4. Morgan Broadhead (Suz GSX-R600); 5. Terry Embury (Suz GSX-R600); 6. Mike Wiebe (Suz GSX-R750).

UNLIMITED SUPERSPORT AMATEUR: 1. Matthew Hartlieb (Hon CBR600); 2. Ronald Middleton, Jr. (Yam YZF-R1); 3. Rocky Aiello (Yam YZF-R6); 4. Dustin Schaller (Kaw ZX-6R); 5. Paul Langford (Hon CBR600); 6. Shawn Poole (Kaw ZX-7).

HEAVYWEIGHT SUPERSPORT EXPERT: 1. Robert Campbell (Hon CBR600); 2. Chad Rolland (Yam YZF-R6); 3. Joseph Dawson (Suz GSX-R750); 4. Robb Martin (Yam YZF-R6); 5. Daryl Hunter, Jr. (Suz GSX-R750); 6. Eric Anderson (Suz GSX-R750).

HEAVYWEIGHT SUPERSPORT AMATEUR: 1. Matthew Hartlieb (Hon CBR600); 2. Dustin Schaller (Kaw ZX-6R); 3. Paul Langford (Hon CBR600); 4. Thomas Weaver (Suz GSX-R600); 5. Alex McElyea (Hon RC51); 6. Brett Nelson (Kaw ZX-7).

MIDDLEWEIGHT SUPERSPORT EXPERT: 1. Scott Simpson (Kaw ZX-6R); 2. Robert Campbell (Hon CBR600); 3. Brian Schaefer (Yam YZF-R6); 4. Chad Rolland (Yam YZF-R6); 5. Blake Lawson (Hon CBR600); 6. Morgan Broadhead (Suz GSX-R600).

MIDDLEWEIGHT SUPERSPORT AMATEUR: 1. Matthew Hartlieb (Hon CBR600); 2. Dustin Schaller (Kaw ZX-6R); 3. Paul Langford (Hon CBR600); 4. Jim Van Beek (Yam YZF-R6); 5. Rocky Aiello (Yam YZF-R6); 6. Adam Scott (Yam YZF-R6).

LIGHTWEIGHT SUPERSPORT EXPERT: 1. Joshua Sorter (Apr RS250); 2. Page Gathings (Apr RS250); 3. Jim Davis (Suz SV650); 4. Norbert Katona (Suz GSX400).

LIGHTWEIGHT SUPERSPORT AMATEUR: 1. Evan Steel (Yam FZR400); 2. David Appellof (Suz SV650); 3. Steve Guenther (Suz SV650); 4. Tom Gentry (Suz SV650); 5. David Alexander (Kaw EX500).

HEAVYWEIGHT SUPERBIKE EXPERT: 1. Rich Thorwaldson (Hon RC51); 2. Donald Blatter (Yam YZF-R6); 3. Daryl Hunter, Jr. (Suz GSX-R750); 4. Terry Embury (Suz GSX-R600); 5. Brian Long (Suz GSX-R750); 6. Rory Palmer (Suz GSX-R750).

HEAVYWEIGHT SUPERBIKE AMATEUR: 1. Thomas Weaver (Suz GSX-R600); 2. Paul Langford (Hon CBR600); 3. Dustin Schaller (Kaw ZX-6R); 4. Adam Scott (Duc 996); 5. Shawn Poole (Kaw ZX-7); 6. Alex McElyea (Hon RC51).

MIDDLEWEIGHT SUPERBIKE EXPERT: 1. Jeremy Toyé (Yam YZF-R6); 2. Robb Martin (Yam YZF-R6); 3. Brian Schaefer (Yam YZF-R6); 4. Chad Rolland (Yam YZF-R6); 5. Morgan Broadhead (Suz GSX-R600); 6. Roddy Cooper (Yam YZF-R6).

MIDDLEWEIGHT SUPERBIKE AMATEUR: 1. Matthew Hartlieb (Hon CBR600); 2. Dustin Schaller (Kaw ZX-6R); 3. Jim Van Beek (Yam YZF-R6); 4. Rocky Aiello (Yam YZF-R6); 5. Adam Scott (Yam YZF-R6); 6. Alex McElyea (Yam YZF-R6).

LIGHTWEIGHT SUPERBIKE EXPERT: 1. Zoran Vujasinovic (Suz SV700); 2. A.J. Ammann (Suz SV650); 3. Brian Long (Suz SV650); 4. Eric Anderson (Suz SV650); 5. Patrick Richardson (Duc 750); 6. Joshua Sorter (Apr RS250).

LIGHTWEIGHT SUPERBIKE AMATEUR: 1. Evan Steel (Yam FZR400); 2. David Appellof (Suz SV650); 3. Steve Guenther (Suz SV650); 4. David Alexander (Kaw EX500); 5. Tom Gentry (Suz SV650); 6. Wallace Roberts (Suz SV650).

MIDDLEWEIGHT GRAND PRIX EXPERT: 1. Robert Campbell (Hon CBR600); 2. Robb Martin (Yam YZF-R6); 3. Terry Embury (Suz GSX-R600); 4. Brian Long (Suz SV650); 5. Roddy Cooper (Yam YZF-R6); 6. Norbert Katona (Suz GSX400).

MIDDLEWEIGHT GRAND PRIX AMATEUR: 1. Matthew Hartlieb (Hon CBR600); 2. Adam Scott (Yam YZF-R6); 3. Thomas Weaver (Suz GSX-R600); 4. David Hawks (Suz GSX-R600); 5. Tom Reed (Kaw ZX-6R); 6. Steven Guenther (Suz SV650).

LIGHTWEIGHT GRAND PRIX EXPERT: 1. Jay Pilster (Hon RS125); 2. Brian Long (Suz SV650); 3. Eric Anderson (Suz SV650); 4. Cory Mann (Suz SV650); 5. Page Gathings (Apr RS250); 6. Jim Davis (Suz SV650).

LIGHTWEIGHT GRAND PRIX AMATEUR: 1. Adam Scott (Apr RS250); 2. Evan Steel (Yam FZR400); 3. Sean Alexander (Hon CR500); 4. Steve Guenther (Suz SV650); 5. David Appellof (Suz SV650); 6. Tom Gentry (Suz SV650).

SUPERTWINS EXPERT: 1. Zoran Vujasinovic (Suz SV700); 2. Rich Thorwaldson (Hon RC51); 3. Brian Long (Suz SV650); 4. Jody Hendley (Buell 1200); 5. Jimm Groshong (Hon RC51); 6. Eric Anderson (Suz SV650).

SUPERTWINS AMATEUR: 1. Timothy Baril (Hon RC51); 2. Kevin Shroyer (Hon RC51); 3. Alex McElyea (Hon RC51); 4. Reg Kittrelle (Buell 1200); 5. David Appellof (Suz SV650); 6. David Alexander (Kaw EX500).

SUPERSINGLES: 1. Ramey Petcolas-Stroud (Tig 650); 2. Michael Sunderlin (Yam 600); 3. David Appellof (MUZ 660).

GRAND PRIX SINGLES: 1. Jay Pilster (Hon RS125); 2. Sean Alexander (Hon CR500).

FORMULA 40 EXPERT: 1. Daryl Hunter, Jr. (Suz GSX-R750); 2. Robert Campbell (Hon CBR600); 3. Zoran Vujasinovic (Suz SV650); 4. Clinton Whitehouse, III (Suz GSX-R750); 5. Jim Davis (Suz SV650); 6. Jim Cox (Yam YZF-R6).

FORMULA 40 AMATEUR: 1. Reg Kittrelle (Buell 1200); 2. Ernest Havner (Hon CBR600); 3. Wallace Roberts (Suz SV650).

HEAVYWEIGHT SPORTSMAN: 1. Zoran Vujasinovic (Suz SV700); 2. Reg Kittrelle (Buell 1200); 3. Brian Long (Suz SV650); 4. Tom Gentry (Suz SV650); 5. Norbert Katona (Suz GSX400); 6. Kevin Shroyer (Hon 1000).

MIDDLEWEIGHT SPORTSMAN: 1. Evans Brasfield (Kaw EX500); 2. Joshua Sortor (Apr RS250); 3. Patrick Richardson (Duc 750); 4. Barney Wright (Duc 650); 5. David Appellof (MUZ 660); 6. Norbert Katona (Suz GSX400).

LIGHTWEIGHT SPORTSMAN: 1. Evans Brasfield (Kaw EX500); 2. Clinton Whitehouse, III (Yam RD400); 3. Sean Alexander (Hon CR500); 4. David Alexander (Kaw EX500); 5. Barney Wright (Duc 650); 6. David Appellof (MUZ 660).

ENGINE ICE 200-MILE TEAM CHALLENGE GTO: 1. West Coast Pipeline (Stan Bates) Hon CBR900RR, 38 laps; 2. Dragon Racing (Shawn Poole) Kaw ZX-7, 36 laps; 3. Sun City Racing (Eric Anderson) Suz GSX-R750, 36 laps; 4. Runes Racing (Rory Palmer) Suz GSX-R750, 35 laps; 5. Kelly's Kawasaki (John Cochran) Kaw ZX-9R, 18 laps.

ENGINE ICE 200-MILE TEAM CHALLENGE GTU: 1. Yamapimp (Steve Kopp) Yam YZF-R6, 40 laps; 2. MB/BVH Motorsports (Blake Lawson) Hon CBR600, 37 laps; 3. Max Racing (Alex McElyea) Yam YZF-R6, 37 laps; 4. J6 Racing (Jim Davis) Yam YZF-R6, 32 laps; 5. Straycats Racing (Joseph Dawson) 22 laps.

CMRA / SHOGUN ENDURANCE,
CRESSON, TEXAS MARCH 31

Howard Leads Team Green Genesis To CMRA Endurance Win

By Charles Brothers

Team Green Genesis won round two of the CMRA/Shogun Endurance Series by using the same patented formula that carried the team to the CMRA Endurance Championship. Basically it goes like this: First, put Ty Howard on board a very healthy Kawasaki ZX-9R. Then, let him start and build up a big lead. Next, the mid-race riders take over and try to maintain the lead, or at least, not crash it too badly. Finally Ty Howard comes back for the last session and quickly chases down whoever the leader is and takes back the lead with about 10 minutes to go. Hey, it works every time.

G-Man took second place overall with a sound basic strategy of a fast ZX-9R, two good riders, quick pit stops, and a big gas tank. JT Motorsports followed a similar plan, except for using a GSXR750 to take third and make for a mathematically pleasing 1-2-3 winners circle.

Hosting the event was MotorSport Ranch, a relatively new and growing facility located in the little crossroads town of Cresson, about 20 miles southwest of Fort Worth. The event attracted a grid of 47 teams and the atmosphere for the start was overwhelmingly pleasant with green grass, spring flowers, blue sky, white puffy clouds, and mild temperatures. Overall, the track was good, but recent rains left some wet seams in one or two places and the run-off areas promised trouble with a quagmire of very sticky mud.

The green flag flew right on time with Team Green's Howard leading Performance Powdercoating, Blue Odyssey, G-Man, Carpet Dog and the pack. G-Man rider Mike Guillot got by Matt Maschmann and Blue Odyssey for second place on lap two. It didn't take long for the crashing to commence as Super Chicken's Jesse Davis became the first victim, slipping down on the water seepage in turn one. That incident was followed a lap later by a crash involving the

Village Idiots in the tight Rattlesnake section.

Riders on the move included TG Racing's Troy Green, who charged all the way past Carpet Dog, Blue Odyssey, and Performance Powdercoating into third place, but the gain was wiped out when Green went down in the Rattlesnake on lap nine. Carpet Dog also found the water seepage in turn one and crashed a couple of laps later. Then the race seemed to settle in with Team Green checking out on G-Man and Performance Powdercoating. JT Motorsports held down fourth place overall and was the last bike on the lead lap when the first hour ended. Other class leaders at the end of hour one included Blue Odyssey in Middleweight Supersport, Faltless in Lightweight Superbike, EK Motorsports in Middleweight Superbike, and the House of Fish in Unlimited Supersport.

In the second hour, Performance Powdercoating was the first of the front-runners to pit, coming in on lap 49. Team Green came in on lap 52 and got back out fast, even before G-Man came by. G-Man came in on lap 53, followed by JT on lap 54. The longest run was by Faltless; the team kept its economical SV650 out on the track for almost 60 laps.

Blue Odyssey had a tough time in the second hour, falling back and then crashing on the approach to Rattlesnake. Meanwhile, Dalton Hamilton did a good job for Team Green, maintaining the lead while turning laps in the 1:26 to 1:28 range, slightly faster than G-Man's rider, who fell back slowly. By the end of the second hour, the deficit had grown to about one minute with JT Motorsports and Performance Powdercoating another 30 seconds further back, and Faltless was up to fifth place overall.

Blue Odyssey's crash promoted Garage Tech into the Middleweight Supersport lead, followed by Big Air Pylons and the resurgent Carpet Dog. Another good battle was being waged between Square Deal II and Desert Rat in Unlimited Supersport. In Middleweight Superbike, EK Motorsports was still leading but TG Racing was coming up fast.

The real action started in the third hour. First, G-Man stopped a little early because Harry Tomlinson was exhausted. Then, a lap later, Performance Powdercoating pitted and Rusty Allen handed the big red Honda over to Ronnie Lunsford. But Lunsford only made it around to Big Bend before the front brakes locked up and he crashed. Robert the Retriever (aka Robert Brothers) pushed him in with a dirt bike, but the belly pan was full of oil and some slobbered out on the pit road chicane, making a mess and causing even more confusion as pylons were temporarily adjusted. The Performance Powdercoating crew changed the left side engine cover in about 20 minutes and went back out. Then No Homeless, after chasing gremlins all race long, finally gave up and changed bikes.

Meanwhile Team Green pitted and installed owner Don Hawkins. Hawkins was just getting settled in at the 1:29 pace when he got pushed off the track in Rattlesnake. When he tried to get down off the curb, he crashed, but luckily the pits were nearby and the team pushed it in. Repairs took about three laps and Dalton Hamilton, who was still suited up, rode off while Superman (played by Ty Howard) put on his costume. About 12 minutes before the end of the hour, the team put Howard back on board with a 2-1/2 lap deficit to make up. Howard took off and was soon ripping off strings of 1:21s, including the race's fastest lap of 1:21.40 (not counting Team Shogun, using the race for testing sprint set-ups). When the third hour finally ended, results showed G-Man with a two-lap lead over JT and Team Green, and Faltless was up to fourth overall. Desert Rat and Square Deal were still battling it out in Unlimited Supersport with Desert Rat with the advantage. EK Motorsports was still leading TG Racing in Middleweight Superbike. Carpet Dog regained the Middleweight Supersport lead from Garage Tech and the Jet Mechs. Pegasus Lite and Silverback rounded out Lightweight Superbike.

While Howard tore up the track, the crew chiefs crunched the numbers. The calculators said Howard would catch G-Man with about 10-15 minutes to go. "There's nothing we can do about it," said G-Man's Mike Guillot. "We've got no answer for Ty Howard." But at least they didn't throw it down the road worrying about it, either.

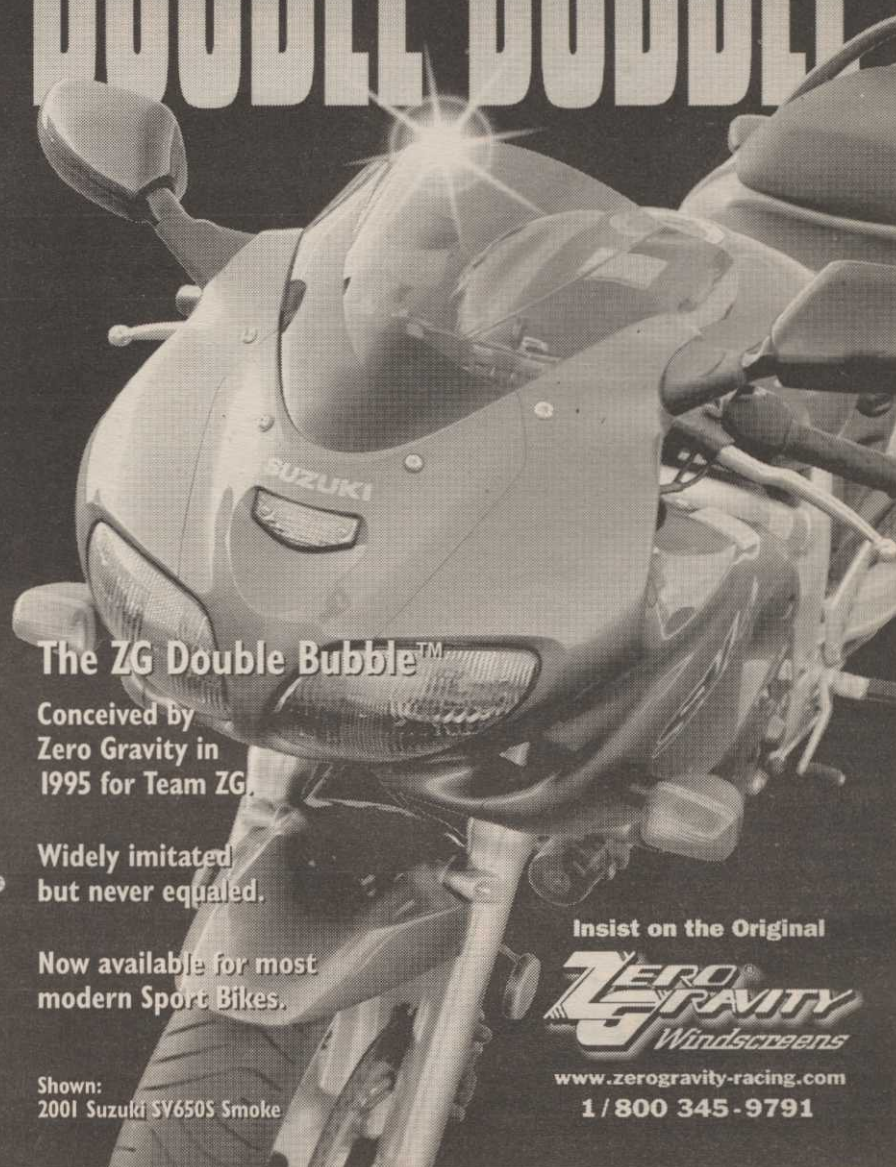
Sure enough, Team Green made the pass with about 15 minutes to go, and pulled out a little lead before putting it on cruise control. So Team Green won, G-Man took second and JT took third.

RESULTS

4-HOUR BIG BIKE ENDURANCE OVERALL: 1. Team Green Genesis (Don Hawkins/ Dalton Hamilton/Jamie Lane/Gary Welborn/Ty Howard), Kaw ZX-9R, Unlimited GP, 166 laps; 2. G-MAN Racing (Harry Tomlinson/Mike Guillot), Kaw ZX-9R, Unlimited GP, 166 laps; 3. JT Motor-

continued on page 78

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CMRA Cresson

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sports (Aaron Spettel/Scott Foster/Jeremy Keller/Paul Pierce), Suz GSX-R750, Unlimited GP, 163 laps; 4. TG-Racing (Troy Green /Darren Behm/ Craig Montgomery), Yam YZF-R6, Middleweight Superbike, 162 laps; 5. Desert Rat Racing (Brad Thomas/Derek Thomas/Stephen Guynes/Stephen Guynes), Suz GSX-R750, Unlimited Supersport, 162 laps; 6. EK Motorsports (Eric Kancir/Jason Pirtle/Mike Amaral/Gregory Fowler), Yam YZF-R6, Middleweight Superbike, 161 laps.

UNLIMITED GP EXPERT: 1. Ty Howard (Kaw ZX-9R); 2. Paul Harrell (Yam YZF-R1); 3. Kevin Pate (Kaw ZX-6R); 4. Scott Foster (Suz GSX-R750); 5. Scott Stevens (Yam YZF-R6); 6. Shannon Ball (Suz GSX-R600).

UNLIMITED SUPERSPORT EXPERT: 1. John Haner (Suz GSX-R750); 2. Paul Harrell (Yam YZF-R1); 3. Sam McDermott (Yam YZF-R1); 4. Scott Foster (Suz GSX-R750); 5. Jason Swan (Suz GSX-R750); 6. Mike Carrigan (Suz GSX-R600).

UNLIMITED SUPERSPORT AMATEUR: 1. Keith Holleman (Suz GSX-R750); 2. Jeff Brice (Hon CBR600F4); 3. Carlton Calvin (Suz GSX-R750); 4. Kenneth House (Suz GSX-R750); 5. Chris Waller (Yam YZF-R6); 6. Mark Nelson (Yam YZF-R6).

HEAVYWEIGHT SUPERSPORT EXPERT: 1. John Haner (Suz GSX-R750); 2. Darren Behm (Yam YZF-R6); 3. Dalton Hamilton (Yam YZF-R6); 4. Brett Champagne (Suz GSX-R600); 5. Scott Foster (Suz GSX-R750); 6. Tyler Wadsworth (Yam YZF-R6).

HEAVYWEIGHT SUPERSPORT AMATEUR: 1. Keith Holleman (Suz GSX-R750); 2. David Sanders (Yam YZF-R6); 3. Brian Cox (Yam YZF-R6); 4. David Price (Hon CBR600F3); 5. Phillip Lawlis (Kaw ZX-6R); 6. Bill Wynn (Hon CBR600).

MIDDLEWEIGHT SUPERSPORT EXPERT: 1. Ryan Landers (Yam YZF-R6); 2. Ty Howard (Kaw ZX-6R); 3. Shannon Ball (Suz GSX-R600); 4. Kevin Pate (Kaw ZX-6R); 5. Troy Green (Yam YZF-R6); 6. Dalton Hamilton (Yam YZF-R6).

MIDDLEWEIGHT SUPERSPORT AMATEUR: 1. David Sanders (Yam YZF-R6); 2. Brian Cox (Yam YZF-R6); 3. Keith Holleman (Suz GSX-R750); 4. Phillip Lawlis (Kaw ZX-6R); 5. David Price (Hon CBR600F3); 6. Jessie Davis (Suz GSX-R600).

LIGHTWEIGHT SUPERSPORT EXPERT: 1. Eric Falt (Suz SV650); 2. Rich Desmond (Suz SV650); 3. Tim Haas (Aprilia RS250); 4. Shane Thorn (Suz SV650); 5. Joe Chatham (Suz SV650); 6. Ted Dohmen (Aprilia RS250).

LIGHTWEIGHT SUPERSPORT AMATEUR: 1. Brooks Gremmels (Suz SV650); 2. A.C. Freeman, Jr (Suz SV650); 3. Shawn Bostwick (Suz SV650); 4. James Johnston (Suz SV650); 5. James Ervin (Suz SV650); 6. David Warner (Suz SV650).

HEAVYWEIGHT SUPERBIKE EXPERT: 1. Dalton Hamilton (Yam YZF-R6); 2. Ronnie Lunsford (Ducati 996); 3. Steve Breen (Yam YZF-R6); 4. Scott Lawson (Hon RS125); 5. Jason Swan (Suz GSX-R750); 6. Danny Dominguez (Kaw ZX-7R).

HEAVYWEIGHT SUPERBIKE AMATEUR: 1. Keith Holleman (Suz GSX-R750); 2. Jeff Brice (Hon CBR600F4); 3. Randall Bruegger (Ducati 996); 4. Bill Wynn (Hon CBR600F); 5. Todd Thompson (Suz GSX-R750); 6. Mark Nelson (Yam YZF-R6).

MIDDLEWEIGHT SUPERBIKE EXPERT: 1. Ty Howard (Kaw ZX-6R); 2. Kevin Pate (Kaw ZX-6R); 3. Troy Green (Yam YZF-R6); 4. Darren Behm (Yam YZF-R6); 5. Rick Hogge (Yam YZF-R6); 6. Tyler Wadsworth (Yam YZF-R6).

MIDDLEWEIGHT SUPERBIKE AMATEUR: 1. David Sanders (Yam YZF-R6); 2. Keith Holleman (Suz GSX-R750); 3. Brian Cox (Yam YZF-R6); 4. Heath Small (Ducati 750); 5. John Cherry (Hon CBR600F3); 6. Randall Bruegger (Hon CBR600F3).

LIGHTWEIGHT SUPERBIKE EXPERT: 1. Eric Falt (Suz SV650); 2. Robert Bradlaw (Suz SV650); 3. Michael Martin (Suz SV650); 4. Rich Desmond (Suz SV650); 5. Tim Haas (Aprilia RS250); 6. Shane Thorn (Suz SV650).

LIGHTWEIGHT SUPERBIKE AMATEUR: 1. Daniel Sinclair (Hon NT650); 2. Brooks Gremmels (Suz SV650); 3. Mike Petitpas (Yam FZR400); 4. Shawn Bostwick (Suz SV650); 5. A.C. Freeman, Jr (Suz SV650); 6. James Ervin (Suz SV650).

MIDDLEWEIGHT GP EXPERT: 1. Troy Green (Yam YZF-R6); 2. Cory West (Yam TZ250); 3. Scott Stevens (Yam YZF-R6); 4. Rick Hogge (Yam YZF-R6); 5. Craig Montgomery (Yam YZF-R6); 6. Al Shepherd Jr. (Yam YZF-R6).

MIDDLEWEIGHT GP AMATEUR: 1. Keith Holleman (Suz GSX-R750); 2. Danny Slick (Hon RS125); 3. Brian Cox (Yam YZF-R6); 4. Jessie Davis (Suz GSX-R600); 5. Alan Tan (Hon RS125); 6. Mark Nelson (Yam YZF-R6).

LIGHTWEIGHT GP EXPERT: 1. Cory West (Yam TZ250); 2. Eric Falt (Suz SV650); 3. Robert Bradlaw (Suz SV650); 4. Michael Martin (Suz SV650); 5. Tim Haas (Aprilia RS250); 6. Rich Desmond (Suz SV650).

LIGHTWEIGHT GP AMATEUR: 1. Danny Slick (Hon RS125); 2. Andrew Temple (Hon RS125); 3. Alan Tan (Hon RS125); 4. Jesse Johnson (Hon RS125); 5. Daniel Sinclair (Hon Hawk); 6. Jason Luster (Yam TZ250).

SINGLES GP: 1. Danny Slick (Hon RS125); 2. Alan Tan (Hon RS125); 3. Eric Kancir (Hon RS125); 4. Emmett Dibble (Hon RS125); 5. Ryan Andrews (Hon RS125); 6. Todd Gyure (Hon RS125).

HEAVYWEIGHT SPORTSMAN: 1. Robert Bradlaw (Suz SV650); 2. Eric Falt (Suz SV650); 3. A.C. Freeman, Jr (Suz SV650).

MIDDLEWEIGHT SPORTSMAN: 1. Brooks Gremmels (Suz SV650); 2. Tim Haas (Aprilia RS250); 3. Eric Heddles (Laverda 650); 4. Daniel Sinclair (Hon Hawk); 5. Mike

Petitpas (Yam FZR400); 6. Ted Dohmen (Aprilia RS250).

LIGHTWEIGHT SPORTSMAN: 1. Eric Heddles (Laverda 650); 2. Keith Coker (Honda); 3. Tom Epps (Yamaha).

SUPERTWINS EXPERT: 1. Ronnie Lunsford (Ducati 996); 2. Jason Smith (Ducati 996); 3. Rich Desmond (Suz SV650); 4. Joe Chatham (Suz SV650); 5. Shane Thorn (Suz SV650); 6. Billy Click (Hon RC51).

SUPERTWINS AMATEUR: 1. Heath Small (Ducati 750); 2. Randall Bruegger (Ducati 996); 3. Brooks Gremmels (Suz SV650); 4. Jesse Shelmire (Ducati 750); 5. James Ervin (Suz SV650); 6. Shawn Bostwick (Suz SV650).

SUPER SINGLES: 1. Keith Coker (Honda); 2. Jesse Shelmire (Ducati); 3. Tom Epps (Yamaha); 4. Eric Kelcher (Yamaha).

FORMULA 40: 1. Ronnie Lunsford (Ducati 996); 2. Michael Martin (Suz GSX-R750); 3. Mitch Ballard (Yam YZF-R6); 4. Dale Willett (Hon CBR600F4); 5. Jesse Shelmire (Ducati 750); 6. Steve Haesemeyer (Hon CBR600F4).

CLASSIC: 1. Danny Dominguez (Kaw ZX-7R); 2. Charles (Rick) Jones (Suz GSX-R750); 3. Steve Haesemeyer (Hon CBR600F4); 4. Mike Petitpas (Yam FZR400); 5. Tony Rodio (Hon CBR600F2); 6. Jens Rosmus (Hon Hawk).

GTO EXPERT: 1. John Haner (Suz GSXR750); 2. Ty Howard (Kaw ZX-6R); 3. Ryan Landers (Yam YZF-R1); 4. Mike Guillot (Kaw ZX-9R); 5. Derek Thomas (Suz GSXR750); 6. Scott Fisher (Yam YZF-R6).

GTO AMATEUR: 1. Keith Holleman (Suz GSX-R750); 2. Randall Bruegger (Hon CBR600F3); 3. Derrick Patman (Suz GSXR750); 4. Mark Nelson (Yam YZF-R6); 5. Allan Voigt II (Suz GSX-R750); 6. Luis Uceda (Suz GSX-R750).

GTU EXPERT: 1. Ty Howard (Kaw ZX-6R); 2. Ryan Landers (Yam YZF-R6); 3. Kevin Pate (Kaw ZX-6R); 4. Troy Green (Yam YZF-R6); 5. Darren Behm (Yam YZF-R6); 6. Scott Lawson (Suz GSXR600).

GTU AMATEUR: 1. David Sanders (Yam YZF-R6); 2. Steve Morey (Yam YZF-R6); 3. Keith Holleman (Suz GSXR600); 4. Brian Cox (Yam YZF-R6); 5. Scott Scheaffer (Kaw ZX-6R); 6. David Price (Hon CBR600F3).

GT LIGHT EXPERT: 1. Jason Pirtle (Suz SV650); 2. Tim Haas (Aprilia RS250); 3. Eric Heddles (Laverda 650); 4. Todd Swearingen (Suz SV650); 5. Emmett Dibble (Hon RS125); 6. Todd Gyure (Hon RS125).

GT LIGHT AMATEUR: 1. Danny Eslick (Hon RS125); 2. Brooks Gremmels (Suz SV650); 3. Jason Luster (Yam TZ250); 4. Sarah Mesa (Suz SV650); 5. Shawn Kennedy (Suz SV650); 6. Nathan Rypka (Suz GS500).

HEAVYWEIGHT PROVISIONAL AMATEUR: 1. David Carter (Hon CBR600F3); 2. Ken Cyr (Hon CBR600F3); 3. Luis Uceda (Suz GSX-R750); 4. George Robinson (Suz GSX-R750).

MIDDLEWEIGHT PROVISIONAL AMATEUR: 1. Anthony Smith (Hon CBR600F2); 2. Tony Moore (Hon CBR600F4); 3. Scott Scheaffer (Kaw ZX-6R); 4. Daniel Lawlis (Hon CBR600F2); 5. Jesse Shelmire (Ducati 750); 6. Ara Tidwell (Yam YZF-R6).

LIGHTWEIGHT PROVISIONAL AMATEUR: 1. David Warner (Suz SV650); 2. Jens Rosmus (Hon Hawk); 3. Irwin Arnstein (Yamaha); 4. Jayson Webb (Aprilia).

2-HOUR MINI BIKE ENDURANCE RACE: 1. Euroshop of Waco (Ryan Andrews, Mark Andrews), Heavyweight Mini, 71 laps; 2. Other Team (Randy Martin, Steve Breen, Glenn Bradshaw), Heavyweight Mini, 67 laps; 3. Perpetual Motion (Nick Marcuccio, Lindsey Leard, Bryan Norton), Heavyweight Mini, 65 laps; 4. West Side Racing (Jay Deaton, Doug Carmichael), Heavyweight Mini, 64 laps; 5. Uphill Racing (Troy Masure, Niel Grimmer, Richard Hill), Heavyweight Mini, 64 laps; 6. What The Hell (Jeff Phillips, Dennis Spears), Middleweight Mini, 64 laps.

HEAVYWEIGHT MINI: 1. Chuck Gault (Honda); 2. Jay Deaton (Mori 80); 3. Bryan Norton (Yam TZ80); 4. Ryan Andrews (Kaw KX60); 5. George Lytle (Yam YSR80).

MIDDLEWEIGHT MINI: 1. Ryan Andrews (Kaw KX60); 2. Eiren Coronado (Yam YSR50); 3. Dustin Dominguez (Derbi); 4. Tyler McDonald (Yam YSR50); 5. Ashley Histan (Aprilia RS50); 6. Anthony Smith (Yam YSR50).

LIGHTWEIGHT MINI EXPERT: 1. Freddy Haltom (Yam YSR50); 2. Richard Eads (Yam YSR50).

LIGHTWEIGHT MINI AMATEUR: 1. Eiren Coronado (Yam YSR50); 2. Tyler McDonald (Yam YSR50); 3. James Eads (Yam YSR50); 4. Tim Curry (Yam YSR50); 5. John Spencer (Yam YSR50); 6. Dustin Dominguez (Yam YSR50).

WEA At Faulkville, Georgia March 24-25

A SUPERSTOCK EXPERT: 1. Scott Brown (Suz GSX-R750); 2. Curry Justice (Suz GSX-R1000); 3. Bud Lawter (Hon RC51); 4. Mark Crozier (Suz GSX-R750); 5. Quentin Mize (Suz GSX-R1000); 6. Terry Evans (Suz GSX-R750).

B SUPERSTOCK EXPERT: 1. Brian Gibbs (Suz GSX-R750); 2. Mark Crozier (Suz GSX-R750); 3. Jeff McCommons (Suz GSX-R750); 4. Andy Caldwell (Suz GSX-R750); 5. Terry Evans (Suz GSX-R750); 6. Steven Breckenridge (Suz GSX-R600).

B SUPERSTOCK NOVICE: 1. Tony Dunham (Suz GSX-R750); 2. William Thomas (Suz GSX-R750); 3. Andrew Mueller (Suz GSX-R750); 4. James Stroud (Hon CBR600); 5. Shannon Huffman (Suz GSX-R600); 6. Bobby Glover (Suz GSX-R750).

C SUPERSTOCK EXPERT: 1. Brian Gibbs (Suz GSX-R600); 2. Scott Brown (Suz GSX-R600); 3. Charles Ivey (Hon CBR600); 4. Jason Helms (Yam YZF-R6); 5. Andy Caldwell (Suz GSX-R600); 6. Steven Breckenridge (Suz GSX-R600).

C SUPERSTOCK NOVICE: 1. Tony Dunham (Hon CBR600F4); 2. Eric Perez (Suz GSX-R600); 3. Greg Ford (Suz

GSX-R600); 4. Andrew Mueller (Suz GSX-R600); 5. Gerald Gilbert (Yam YZF-R6); 6. Thomas Fetsko (Hon CBR600F4).

B SUPERBIKE EXPERT: 1. Andy Caldwell (Suz GSX-R750); 2. Mark Crozier (Suz GSX-R750); 3. Jeff McCommons (Suz GSX-R750); 4. Jason Helms (Yam YZF-R6); 5. Charles Ivey (Hon CBR600); 6. Byron Dumas (Duc 984).

B SUPERBIKE NOVICE: 1. Giovanni Rojas (Suz GSX-R750); 2. William Thomas (Suz GSX-R750); 3. Tony Dunham (Suz GSX-R750); 4. Thomas Fetsko (Hon CBR600F4); 5. Chad Steinhoff (Suz GSX-R750); 6. Jody Eller (Suz GSX-R750).

C SUPERBIKE EXPERT: 1. Andy Caldwell (Suz GSX-R600); 2. Steven Breckenridge (Suz GSX-R600); 3. Charles Ivey (Hon CBR600); 4. Barry Pailles (Yam YZF-R6); 5. Paul Aalderks (Suz GSX-R600); 6. Scott Gardner (Yam YZF-R6).

C SUPERBIKE NOVICE: 1. Giovanni Rojas (Suz GSX-R600); 2. Tony Dunham (Hon CBR600F4); 3. Richard Ford (Suz GSX-R600); 4. Thomas Fetsko (Hon CBR600F4); 5. Greg Ford (Hon CBR600F4); 6. Brian Crane (Yam YZF-R6).

D SUPERBIKE EXPERT: 1. Bud Lawter (Suz SV650); 2. John Orr (Apr RS250); 3. Matt Blashfield (Hon NT650); 4. Robert Fisher (Suz SV650); 5. Robby Card (Suz SV650); 6. Stewart Roberts (Suz SV650).

D SUPERBIKE NOVICE: 1. Karl Morrow (Hon NT650); 2. Dhane Marques (Suz SV650); 3. Matthew Garber (Yam FZR400); 4. Andy Bankston (Suz SV650); 5. Brian Suffridge (Suz SV650); 6. Greg Spieks (Suz SV650).

FORMULA ONE EXPERT: 1. Terry Evans (Suz GSX-R750); 2. Jeff McCommons (Suz GSX-R750); 3. Steve Reeves (Hon RS250); 4. Jason Trowbridge (Hon CBR600F4).

FORMULA ONE NOVICE: 1. Giovanni Rojas (Suz GSX-R750); 2. William Thomas (Suz GSX-R750); 3. Richard Ford (Suz GSX-R600); 4. Brian Crane (Yam YZF-R6); 5. Thomas Fetsko (Hon CBR600F4); 6. Andrew Mueller (Suz GSX-R750).

FORMULA TWO EXPERT: 1. Steve Reeves (Hon RS250); 2. Matt Blashfield (Suz SV650); 3. Robby Card (Suz SV650); 4. Terry Biddy (Suz SV650); 5. Stewart Roberts (Suz SV650); 6. Chris Stevenson (Suz SV650).

FORMULA TWO NOVICE: 1. Dhane Marques (Suz SV650); 2. Manuel Goodson (Yam FZR400); 3. Karl Morrow (Hon 650); 4. Greg Spieks (Suz SV650); 5. Jason Vaughn (Apr RS250); 6. Lee Fields (Suz SV650).

125cc GRAND PRIX: 1. Patrick Chandler (Hon RS125); 2. John Klaras (Hon RS125).

HEAVYWEIGHT TWINS EXPERT: 1. Mark Crozier (Hon RC51); 2. Russell Masecar (Suz TL1000R); 3. Bud Lawter (Hon RC51); 4. Scott Harwell (Suz TL1000R); 5. Wrenn Smith (Suz TL1000R); 6. Mark Hale (Suz TL1000R).

HEAVYWEIGHT TWINS NOVICE: 1. Michael Fields (Suz TL1000); 2. James Sullivan (Suz TL1000); 3. Dhane Marques (Suz SV650); 4. William White (Hon RC51); 5. Michael Hunter (Suz TL1000).

LIGHTWEIGHT TWINS EXPERT: 1. Robby Card (Suz SV650); 2. Matt Blashfield (Hon NT650); 3. Robert Fisher (Suz SV650); 4. Terry Biddy (Suz SV650); 5. Greg Elstad (Suz SV650); 6. Bud Lawter (Suz SV650).

LIGHTWEIGHT TWINS NOVICE: 1. Dhane Marques (Suz SV650); 2. Karl Morrow (Hon NT650); 3. Jason Vaughn (Apr RS250); 4. John Walters (Suz SV650); 5. Lee Fields (Suz SV650); 6. Andy Bankston (Suz SV650).

CLUBMAN EXPERT: 1. Lee Adams (Suz GS500); 2. Paul Fluss (Yam 550); 3. Kith Burkingstock (Kaw EX500); 4. Caesar Gonzales (Kaw EX500); 5. Edward Viglucci (Duc 750); 6. Michael Hodgson (Hon 750).

CLUBMAN NOVICE: 1. Kyle King (Kaw EX500); 2. Jon Jarvis (Kaw EX500); 3. Michael Pugh (Suz GS500); 4. Charlie Van Valkenburgh (Hon 600); 5. Douglas Reese (Kaw EX500); 6. Ryan Nelson (Suz GS500).

CORC: 1. Norman Beaudoin (Suz GSX-R600); 2. Vito Dionisio (Apr RS250); 3. Leo Suply; 4. Mike Richardson (Suz SV650); 5. Edward Viglucci (Duc 750); 6. Douglas Reese (Suz GSX-R750).

HEAVYWEIGHT SOLO EXPERT: 1. Rich Conicelli (Suz GSX-R750); 2. Scott Harwell (Suz GSX-R750); 3. Curry Justice (Suz GSX-R750); 4. Scott Brown (Suz GSX-R750); 5. Scott Carpenter (Suz GSX-R750); 6. Mark Hale (Suz TL1000).

HEAVYWEIGHT SOLO NOVICE: 1. Giovanni Rojas (Suz GSX-R750); 2. Tony Dunham (Suz GSX-R750); 3. Chad Steinhoff (Suz GSX-R750); 4. Robert O'Rourke (Suz GSX-R750); 5. Jody Eller (Suz GSX-R750); 6. Andrew Mueller (Suz GSX-R750).

MEDIUMWEIGHT SOLO EXPERT: 1. Wayne Watts (Suz GSX-R600); 2. Barry Pailles (Yam YZF-R6); 3. Paul Aalderks (Suz GSX-R600); 4. Scott Gardner (Yam YZF-R6); 5. Steven Breckenridge (Suz GSX-R600); 6. Quentin Mise (Suz GSX-R600).

MEDIUMWEIGHT SOLO NOVICE: 1. Giovanni Rojas (Suz GSX-R600); 2. James Stroud (Hon CBR600F4); 3. Richard Ford (Suz GSX-R600); 4. Tony Dunham (Hon CBR600F4); 5. Thomas Fetsko (Hon CBR600F4); 6. Greg Ford (Suz GSX-R600).

LIGHTWEIGHT SOLO EXPERT: 1. John Klaras (Hon RS125); 2. Greg Elstad (Suz SV650); 3. Robert Fisher (Suz SV650); 4. Bud Lawter (Suz SV650); 5. Robby Card (Suz SV650); 6. Tracee Polcin (Yam FZR400).

LIGHTWEIGHT SOLO NOVICE: 1. Dhane Marques (Suz SV650); 2. Karl Morrow (Suz SV650); 3. Michael Jones (Apr RS250); 4. Lee Fields (Suz SV650); 5. Greg Spieks (Suz SV650); 6. Brian Suffridge (Suz SV650).

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FIRST PERSON/ OPINION: BOOK REVIEW

The Mike Duff Story: Make Haste, Slowly

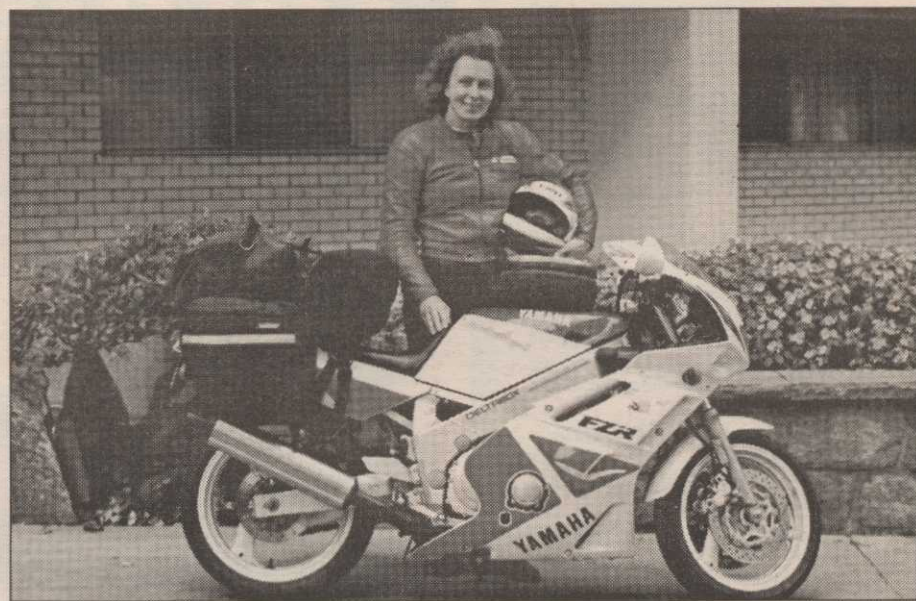
By Michelle Ann Duff

Reviewed by Michael Green



The early 1960s were halcyon times for motorcycle racing. The Japanese were just starting to get serious about the sport, and MV Agusta was still flying the flag for the Italian factories. The riders of the period were the last of the breed of tough, gritty, down-to-earth Grand Prix racers. They traveled around Europe in old vans, slept in tents, partied hard, and weren't afraid to change their own spark plugs. Men like Mike Hailwood, Jim Redman, Phil Read, Luigi Taveri and Hugh Anderson captured the imagination of the motorcycling public, and crowds of over 250,000 were commonplace at Grands Prix across Europe.

Canadian Mike Duff sailed on a boat from Montreal to Liverpool in 1960 determined to enter this stratospheric world. When it was all over, he had left an indelible mark on the history of Grand Prix racing. But, despite Duff's accomplishments, today only a few enthusiasts can tell you the details of his racing career. Sure, vintage aficionados recognize the name, and maybe they know he rode for Yamaha in the 1960s, but most don't know much about Duff beyond that. They do know that Mike Duff had a sex-change in the 1980s and is now Michelle Duff. But that aspect of his life is not something that they like to dwell on. Our heroes are not supposed to act like that.



Michelle Duff—formerly Mike Duff—rediscovered motorcycling in the form of a Yamaha FZR600, and she covers thousands of miles on the back roads of Ontario, Canada each year. Here, she prepares for a ride to Montana. Photo courtesy Michelle Duff collection.



Mike Duff, riding the works Yamaha RD56 to third place at Spa in 1965. Duff finished on the podium in nine out of the 13 races that year and finished the season second in World Championship points, behind Phil Read. Photo by Nick Nichols, courtesy Michelle Duff collection.



Mike Duff (10) chases Derek Minter (1) at Mallory Park in the early 1960s. Duff was the first rider in the Continental Circus to wear an American-made open-face full-coverage helmet instead of the pudding-basin half helmets that were common at the time. Photo courtesy Michelle Duff collection.

Michelle Duff felt strongly that Mike Duff did not have the recognition that he deserved, and she wrote and published a book recounting his racing history. The result is fascinating reading. A first-hand, detailed account of a golden era in Grand Prix racing. A time gone by. There's no mention of the psychological trauma that followed 30 years later, at least until the epilogue. The bulk of the book is just a personal story of one man's love for racing, and the trials and tribulations of a eight-year immersion in the Continental Circus.

It's a gripping story. By the middle of the book, Duff has gone from a Canadian amateur to a factory Yamaha rider. He beat Phil Read and Jim Redman to win the Belgian 250cc Grand Prix in 1964, thereby becoming the first North American to win a Grand Prix. He was also the first North American to lap the Isle of Man at over 100 mph. By the end of the season he had earned third place in the 350cc class on an AJS 7R, fourth in the 500cc class on a Matchless G50, and fourth in the 250cc class on a Yamaha RD56.

The following year Duff rode for Yamaha and won the Dutch 125cc Grand Prix and the Finnish 250cc Grand Prix. More impressively, he finished on the podium in nine out of 13 races on the 250 and ended the season in second place in the point standings behind Read. Consider that it took 11 more years for another North American rider to win a Grand Prix—Pat Hennen's victory in Finland in 1976.

Duff's dream world came to a crashing halt when he slid off the water-cooled V-4 250cc RD-05 Yamaha while testing at Suzuka prior to the last Grand Prix of the 1965 season. Impact with an Armco barrier forced his femur three inches up into his pelvis and put him into a Japanese hospital. Duff details his treatment at the hands of Japanese doctors in excruciating detail, and it reads like the script of an Hannibal Lecter movie. Fortunately he was able to flee the country after three months and was fitted with an artificial hip back in Canada.

Duff describes how he fought his way back to racing fitness, but Bill Ivy had replaced him on the Yamaha team, and he never regained the form he had shown in 1965. He made it to the 250cc podium only once in 1966—at the East German Grand Prix—and finished fourth in the points standings.

Before heading for Europe in 1967, Duff rode specially prepared RD56-framed Yamahas at Daytona—a 250 in the International 100-mile race and a 350 in the Daytona 200. The 250cc

motor was based on the YDS6; the 350cc used the new YR1 motor, but Class C rules restricted it to four speeds. Duff won one of the 250cc heats, but seized in the final. The gas tank split on his 350 and he finished 19th in the

Daytona 200 after a lengthy pit stop.

Duff was now back riding a G50 in Europe. Duff admits the season was dismal and he had lost the will to win. He left Europe in September and rode in the Canadian Grand Prix at Mosport on Tom Arter's G50, finishing third behind Giacomo Agostini and Hailwood, the only other rider on the lead lap. It was Duff's last Grand Prix.

In 1968 Duff moved to California and rode for Yamaha International while working for Cycle World as an associate editor. "The American way wasn't my way," admits Duff, "and I found California to be something of a police state. I'd been a nomad in Europe for eight years, and it was hard to settle down. I had major wanderlust for years, and it was hard to settle down anywhere."

"I left California and was just goofing around, although I was still racing. I rode a privateer Yamaha TD-2 for

Frank Deely at Daytona in 1969 and finished third in the 200. The following year John Nelson asked me to ride his race-kitted Honda CB750 at the last race at Harewood. I won the feature race and hold the lap record for Harewood. I rode a Kawasaki H1-R at Daytona in 1971, but it was very fussy and seized early in the race. That was the end of my racing career.

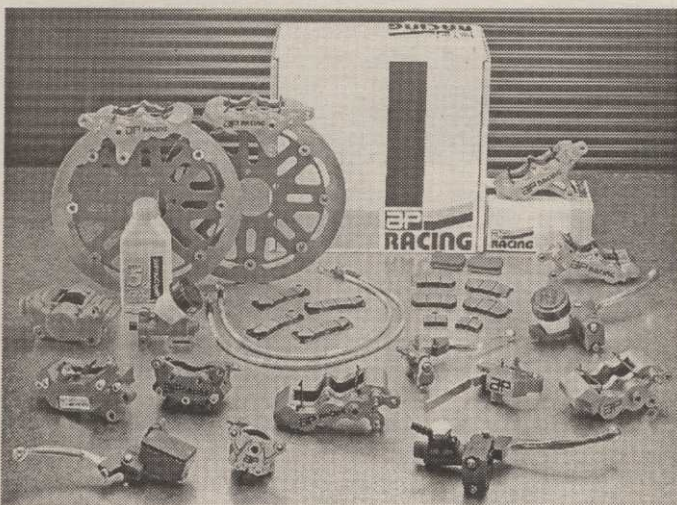
"I made a few trips back to England and to the Isle of Man. I did the parade lap at the Isle of Man in '81 and '82 on an AJS 7R and a Hesketh. I also paraded the Arter AJS Porcupine at Brands Hatch and Donington Park in '82."

Duff was determined to tell his story and finished his book in 1982 after months of writing. He worked mostly from memory but filled in gaps from the five scrapbooks his mother

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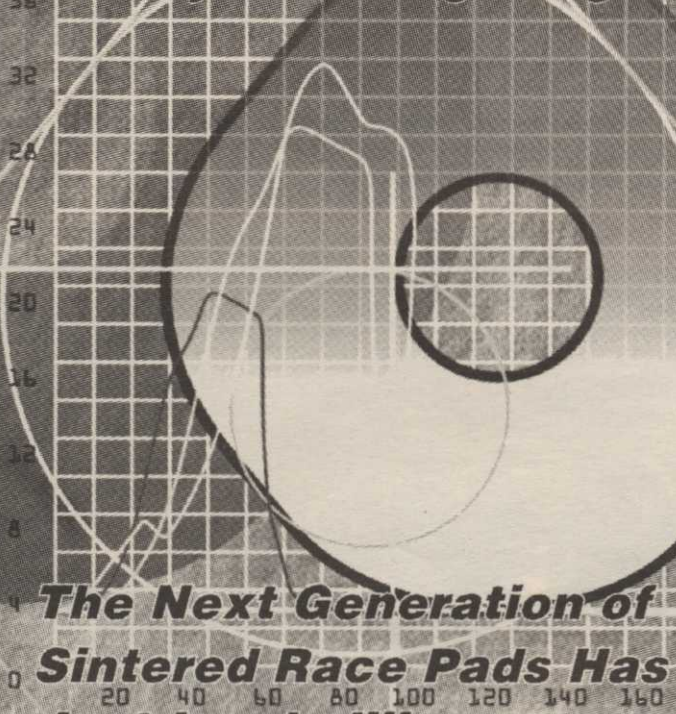
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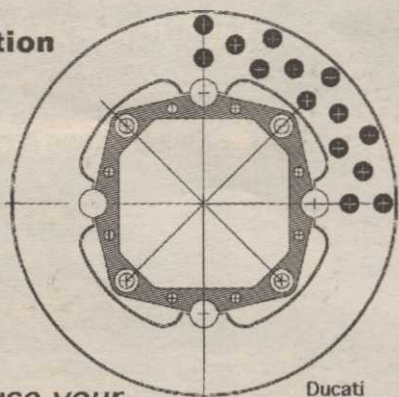
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Book Review

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had filled with press cuttings of his racing exploits from around the world. He wanted to tell his story before his gender change, fearful that he would be spurned by the motorcycling public when he re-emerged as Michelle Duff, but the project was shelved as he tended to his own personal struggles.

At the time Duff was writing a monthly column for Cycle Canada, but it was cancelled when they discovered his intentions. "It was tough," says Duff looking back. "They respected me and my accomplishments before, why not now? Nothing I had accomplished had changed."

The book was not published for another 17 years. Two events encouraged Duff to finally see it in print. The first was positive response from readers after a series of articles that he had written appeared in a now-defunct British magazine called Classic Legends. The second was the 1998 Assen Centennial Classic TT, the most auspicious gathering of classic machines and riders ever assembled.

Duff was not among the list of riders originally slated to attend Assen, but the event was organized by Arai's Ferry Brouwer, an old friend of Duff's and a world-renowned Yamaha tuner who first appeared on the Grand Prix scene in the late 1960s. "I heard about the event and felt I should be part of it," said Duff. "I e-mailed Ferry and was welcomed with open arms. He said he wasn't sure how I would feel about going to Assen, but I felt the problem lay with other people and not with me and was determined to go."

"I was driving from Brussels to the track and saw a sign that said 'Assen 38 km' and pulled off onto the side of the road. 'This is stupid,' I thought. 'What am I doing here?' But I knew I wanted to go through with it. I got a few double-takes in the paddock, especially when I went to the prize-giving in a dress, but overall it was great to see a lot of old friends."

"It was a dream I thought would never be fulfilled—to go to a race meeting of that magnitude as Michelle. Two of my Japanese mechanics from the 1960s wheeled out an RD56 for me to ride, and I was out in front of 45,000 people. I felt I had come full circle, and was on the racetrack for the first time as I really was. Ago gave me a big hug, and it was great to feel accepted by a 12-time (sic) World Champion. The whole weekend was an emotional buzz."

Duff was now determined to finish her book. She borrowed \$2000, bought a computer, and started transcribing her first draft from 1982, writing every morning from 5:00 a.m. to 7:00 a.m.. "I finished it and formatted some photographs in two months," said Duff. "I printed two dozen copies and passed them to friends for feedback. One of the people who read it was Bar Hodgson who organizes the two Toronto motorcycle shows every year. He said he wanted to get into the publishing business to promote Canadian racers. He came up with the money and the contacts and the book went to print in 1999."

"The book is written for the motorcycling audience with some degree of knowledge. It's a book about Mike written by Michelle. I explain the gender issue at the end of the book, and the book culminates with my experience at the Assen TT."

Duff eschewed the \$3000 that a professional wanted to charge to edit her book. As a result the grammar and

punctuation is less than perfect, and that raises one of the few criticisms of the publication. At first the lack of polish is distracting, but in a way it adds to the charm and the personal connection with the book. You realize you are reading the true words and feelings of Michelle Duff, and not a polished version that has been through the hands of editors and publicists.

The following is a typical extract from the book. It describes Duff's pit stop in the 1962 Isle of Man Senior TT on Tom Arter's Matchless G50:

"I casually shouted to my father behind the pit wall as I pulled the Matchless back against compression. 'How am I doin'?"

"His reply came just as I took the first step forward to restart the engine. The full impact of what he said didn't register until the plummet down Bray Hill, when I literally yelled to myself as if needing to hammer home the reality."

"Third! No, it can't be. Not me!"

"I nearly lost it at the bottom of Bray by the crossroads when a momentary lapse of concentration brought the Matchless' front wheel down first over the 140 mph jump. The handlebars shook so violently I nearly lost control."

"Well," I thought. 'I'd better get my finger out.'

"At the end of lap three when Phil Read and I crossed the start/finish line to enter the pits for our re-fueling stop, we were tied for third place to one hundredth of a second. We were averaging just under the 100 mph mark. On my second lap I lapped at 100.36 mph to join the elusive 'ton-up' club, its 10th member, and shortly thereafter, Read, with a later starting number, did the same. On lap four I rode with renewed enthusiasm. At Sulby Bridge, halfway round lap four, unofficial timing placed me 15 seconds ahead of Read. However, on a race course the length of the Isle of Man TT, the latter half of the circuit could easily have been Read's better half and this startling advantage I appeared to have, could have been lost. We were never to know, however. On the acceleration out of Ramsay Hairpin my Matchless came to a sudden stop with a broken crankshaft. I tried in vain to restart the engine in the faint hope my initial conclusions might have been incorrect, but a tortured grinding of metal on metal was the only response out the open exhaust."

Today Duff lives in the woods of Central Ontario with her cats and a golden retriever. She commutes to a desk job in the provincial government offices in Barrie and has written several children's books that she hopes to publish. She rediscovered the joy of motorcycling in 1991 in the form of a Yamaha FZR600 and has become a regular attendee at Vintage events in Canada. For the last two years she has paraded Jay Richardson's Molnar Manx at VRRRA's annual event at Mosport.

"She just jumps on the bike, and after just five parade laps she is within five seconds of our race times," said former AHRMA Champion Richardson. "And that's with no practice. For a demanding two-and-a-half-mile track like Mosport it's very impressive. You know she's something special—one of the best in the world. She puts tons of miles on her FZR. Younger guys can't keep up with her on the street, and they wonder what's going on with this old grandma. They don't realize they're riding with someone who was almost a World Champion."

"The Mike Duff Story. Make Haste, Slowly," is available through Duff's web site (www.michelleduff.ca) for \$16.95. **RW**

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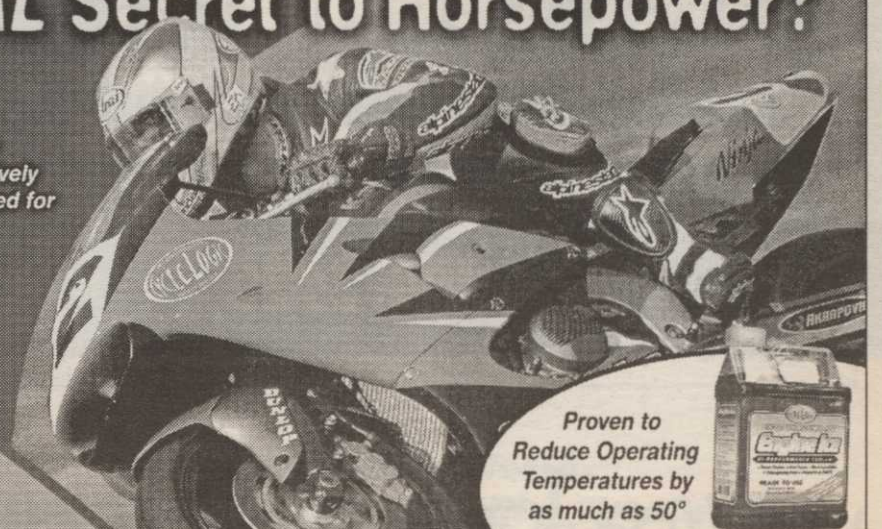
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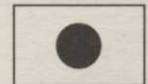
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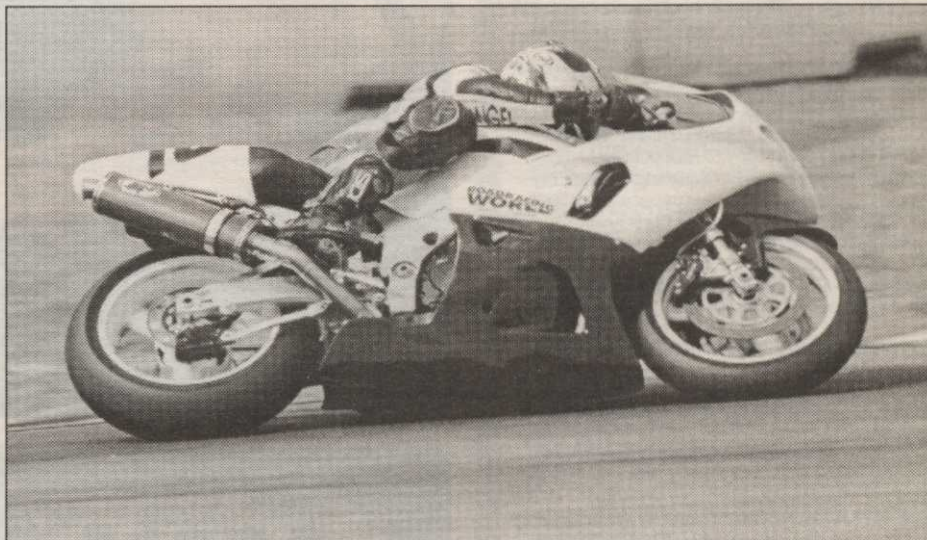
continued from page 97

into Atlanta to pick up my tuner, Mike Canfield, from the airport. The traffic in Atlanta is worse than it is in LA. I made it through with time to set up my bikes and trailer for the next day.

The first day of riding was Tuesday. I still was not feeling all that well. I didn't want to take any kind of decongestants while I was riding. So I went out for a session and started feeling a little dizzy. I just ignored it and regained my bearings really fast. I finished my laps and came into the pits. I went out again and felt really

do 1:30s.

The second day I rode my AMA 750cc Supersport bike. My lap times were not much better. I was able to do 1:29s. I was having a hard time with my lines. The fact that I was sick wasn't helping. I was feeling better, but not all that great. I did 56 laps. I could have done more, but I was trying to not burn up a lot of tires. I limited myself to one set of new tires a day. I was out of good take-off tires and only had one new set per day. I could go hard on the tires for 20 laps, but after that there were done. We tried some different chassis settings to see if I could get the bike to turn better, without losing grip in the rear. The bike felt better, but I did-



GSX-R750, Road Atlanta: "We tried some different chassis settings to see if I could get the bike to turn better, without losing grip in the rear." Photo by Andy Chadwell.

dizzy coming down the hill into turn 12. I regained my composure and made it through the turn. I was fine through turn one but in esses that lap it got really bad, I was really dizzy. I sat up and cruised into the pits. My sinuses were really clogged up and it was affecting my equilibrium. I called home and told my dad what was going on. He told me to take a decongestant and go try it again. I told him I wasn't taking the decongestant because the side of the

n't go much faster. I ended up doing 1:29.2 on the day.

I was feeling good on Thursday morning. It was the last day so I really wanted to get a decent lap time in. I went out in the first session and applied some of the lines that I had been working on during the first two days, and did a long string of 1:28s. My fastest lap was a 1:28.2, and I was satisfied with the time, so I called it a day at noon. Canfield had to catch a plane



GSX-R750, Road Atlanta: "It was the last day so I really wanted to get a decent lap time in. I went out in the first session and applied some of the lines that I had been working on during the first two days, and did a long string of 1:28s." Photo by Andy Chadwell.

bottle said, "may cause drowsiness." My dad responded, "That warning is for guys driving down the freeway in a straight line. Do you really think you're going to fall asleep while you're riding your bike on the racetrack?"

I had to say no, so I took the stuff and went out and rode. I still felt pretty crappy, but I didn't get dizzy again; that was a good thing because for a minute I had thought I was turning into a head case!

I did over 50 laps on the day. I rode my F-USA bike and was only able to

anyway and I was out of tires.

The first two days sucked and then it got better on the last day. We are ahead of the game now. All the stuff I learned will apply to Atlanta when I come back. I'm really looking forward to going to the AMA race there. I think it will be a great battle.

Before I come back to Road Atlanta for the AMA National, I'll be racing in the Willow Springs Formula USA race and the Sears Point AMA National. I hope everything goes good! **RW**

Advice From The Pros

Compiled By David Swarts

When you are off the pace, where do you start looking for time?

Doug Chandler: I try to make the bike work better. Ultimately, you ride the thing at its capability in order to see what effects changes are making to the bike. It seems like you're always going the same speed, but it's gonna fluctuate due to your changes making the bike better or worse. You always push it the same. It's what the bike will let you do underneath you.

Kurtis Roberts: You've gotta concentrate. You've got to get over that gap and make yourself think that you can go faster. You've gotta think about what you're doing wrong, and why you're losing time. Then you think about where you can make it up at.

Roland Sands: You can go out there and be sliding the bike around everywhere and still be getting it all wrong. If I'm trying hard and not going fast enough, I'll try to relax. Let it come to me instead of trying to make it come. Try to be real smooth.

Matt Wait: You think about the points on the track where you're at the limit, and the point where you can maybe go faster. There's always places that you can go faster. You've just got to be hooked up with the right guys and use the draft where it's important. You can pick up a second if you're running with a couple of guys.

Sam Fleming: Come in, have some potato salad, then take parts off of the bike, and find some better parts.

Anthony Gobert: Wherever I broke the lap before, I just brake harder and deeper. Sometimes I end up in the gravel trap, but generally that's how I find time.

Miguel Duhamel: Sometime the bike won't go any faster than it goes. There is a limit. There can only be one fast guy. I'll go out and try to make it up. Sometimes the bike has more than the rider can give. That doesn't happen very often. Sometimes you have to go out there and push it into your safety margins.

Eric Bostrom: Sometimes it really takes some heart. You need to watch another guy out there who is on the pace to see where you're losing it. Usually if you are a full second off the pace, you are not gonna find it.

Nicky Hayden: There's a time when you just got to hang it out, reach back, and pull it out of... I don't know where.

Rich Oliver: A lot of times you can find the time with the bike. If you are pushing it to the point that you think there's nothing left, you need to look at the machine to see if there's a way to improve it. A lot of times you're riding well, you've got good lines, you're braking hard, and that's all there is. If the bike's not set-up perfectly, you're not gonna get that last bit out of it. Watching someone else that's quicker always helps when you're slow.

Steve Crevier: I just blame it on the mechanic, but really you know when it's you and when it's the bike. I know when I'm off, and it's easy to tell the mechanic that. Sometimes the bike's not working right, and it's hard to translate that to the mechanic to find the set-up.

Mat Mladin: We're always striving to go faster. Even if we're going as fast as anyone or faster, we're always striving to go faster. Some racetracks suit some bikes better than others. I don't have anything specific that I look for. We just try to keep working hard. If we get the front pushing, then we work on the front. Then we get the front stuck and maybe the back end starts to get loose. So we've got to try a compromise.

Ben Bostrom: You know that's so tough when you're doing the best you can and you're still off. Usually the other guy has got a better bike set-up or is out-riding you somewhere. I start looking into the spots that I don't feel too comfortable. I just start pushing until I'm sliding both ends all of the way around the racetrack and make up that time. If they can do 24-flat, why can't you? The bike's got a throttle and two wheels.

Pascal Picotte: Just try to be smoother. You try too hard. Sometimes you have to go slower to go faster. Just try to bring your corner speed up. Try to get a good balance on the bike. When you get too much weight on the front going into a corner, you can't really



Anthony Gobert, seen leaving the pits during testing at Road Atlanta: "Wherever I broke the lap before, I just brake harder and deeper."

Photo by Andy Chadwell.

bring your corner speed up.

Chris Ulrich: Set-up. Sometimes there's a lot to be done in racing with the bike. You've just got to take everything apart. Like at Willow, we found two seconds in a steering head offset change. There's a lot in a bike.

Grant Lopez: I really try to slow down and relax and the time will come. When I feel I'm really pushing and charging hard to get a time, it'll never happen. I've gotta back off a bit and relax. Then all of a sudden the time will be there.

Jason Pridmore: I try to break the track down into thirds. There was something that I read that Freddie Spencer did that I started doing here. If I can just get a tenth in most of the corners, that will usually get me one second.

Joe Prussiano: That varies. Usually in my case, it's mid-corner where I'm losing my time. That varies from track to track. Usually you are losing time in the fast sections. Get the fast sections down and the slow sections don't make a lot of difference.

Eric Wood: You've just got to sit down and think about the whole race-track. Figure out where you're on the edge and where you think that you're not.

RW

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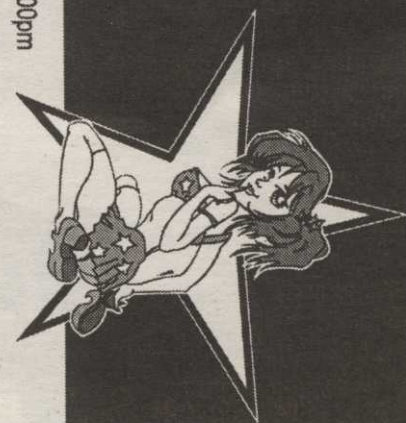
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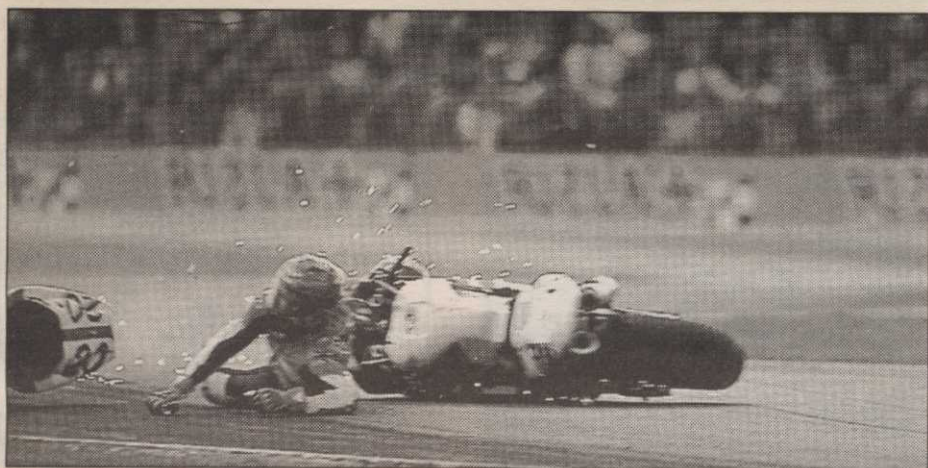


Flying GSX-R750s Part One: Greg Harrison crashes exiting the infield dogleg during a Superbike qualifying session at Daytona, sending parts of the Loudoun Motorsports Suzuki flying high into the air. Note that the cornerworker in the background has yellow flag displayed before the bike finishes tumbling. Photos by Colin Fraser.

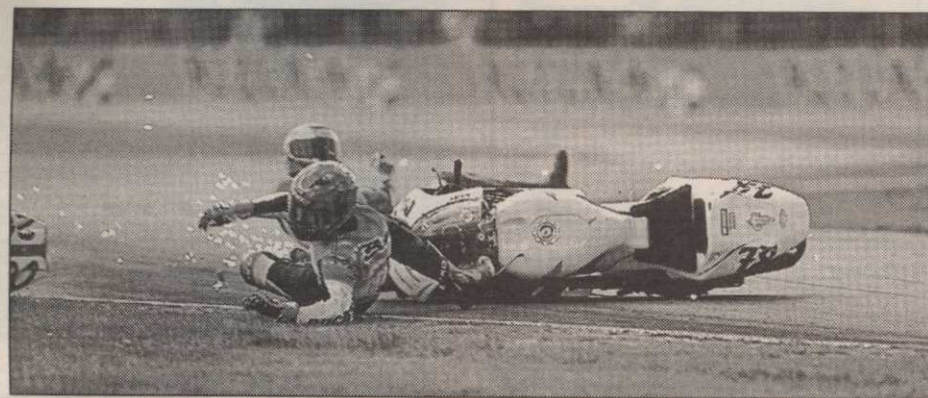
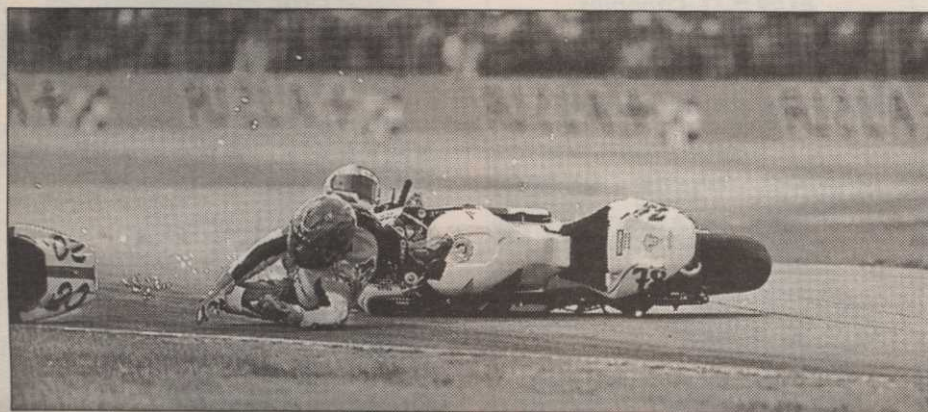


Flying GSX-R750s Part Two: James Romero's Suzuki gets serious air after Romero crashes in the infield dogleg during a Superbike qualifying session at Daytona. Photos by Colin Fraser.





Mario Borciani (20) and Bertrand Stey (78) collided and crashed during the World Superbike race at Assen, Holland last year. Photos by Rod Stines.



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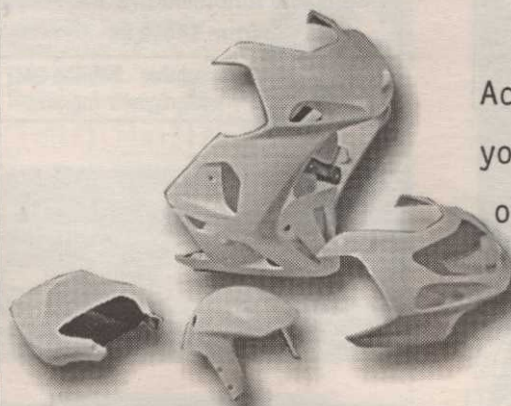
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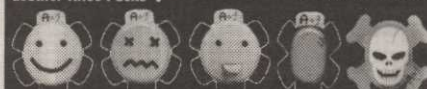
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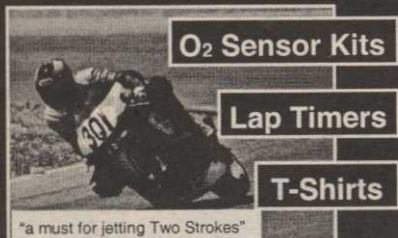
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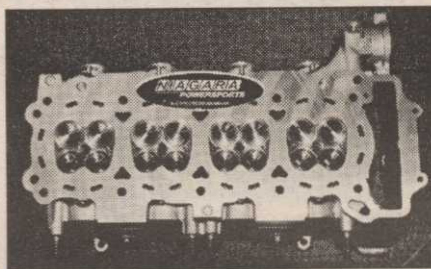
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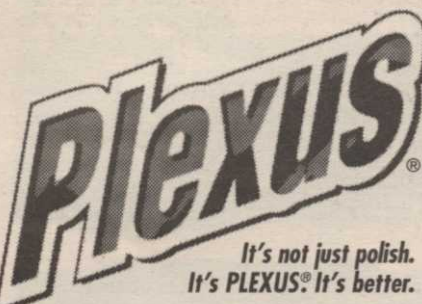
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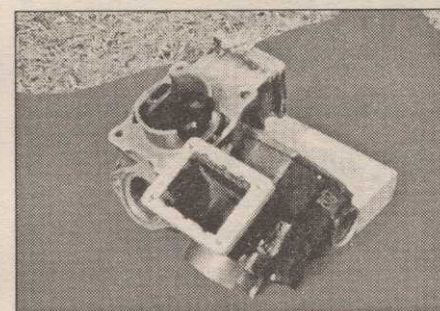
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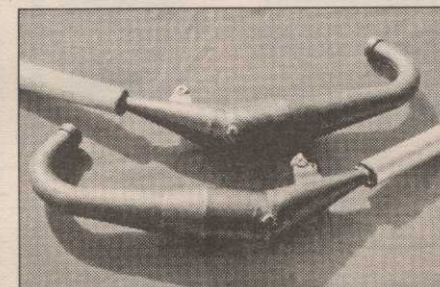
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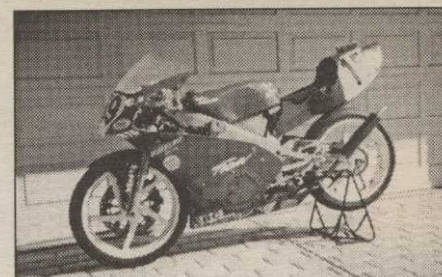


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RS250 Honda 1998. Ex Derek King bike. This bike finished 2nd in the 1999 250 GP Championship. Won F2 and LWGP in 1999. All the right mods and correct settings. Go fast for half price! Contact Jason Price at (843) 554-4600. (SC)

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EX501. Undercut valves, degreed Megacycle cams, CR carbs, velocity stacks, shift kit, braided lines, floating rotors, CBR front end and swingarm, Race Tech spring and valves, GSXR LE shock, Astrolite wheels, Ohlins damper, 1995 race plastics, spares. Professionally built, barely broken in. Divorce forces sale. \$4400, OBO. (503) 880-8708. (541) 747-8246. (OR)

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Firstly, it is seriously misguided to add an additional series of actions to the steering process. When it is quick, critical steering that is needed to avoid something, that lag I have observed so many times in street riders could cost them their hide. Adding 2/10ths to 5/10ths of a second, or more, to the steering procedure at 60 mph means that you have just gone another 18 to 44 feet, or more, down the road before you started to avoid that muffler lying in your path. Kids, don't try this at home. The way things are going there will be warning labels on motorcycles in the not too distant future. **WARNING: THIS VEHICLE COUNTERSTEERS. IF YOU DO NOT UNDERSTAND COUNTERSTEERING DO NOT RIDE. SEEK THE HELP OF A QUALIFIED PROFESSIONAL INSTRUCTOR.**

Bull Steering

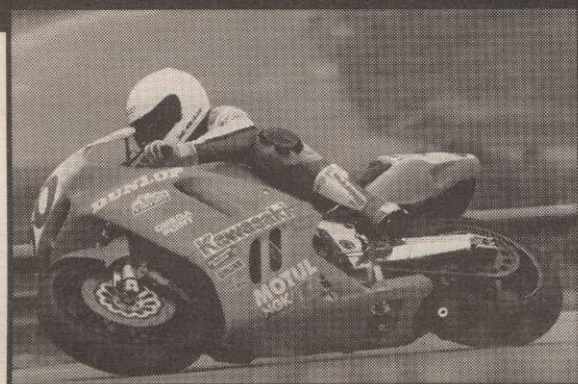
Another recognizable error, resulting in excess effort used to steer the motorcycle, is the attempt to turn the bike by bulldogging the bars. An interesting combination of pulling up on one and pushing down on the other rodeo-style, like bull wrestling. No, repeat No, steering results from this. None, zero, nadda, niente. Riders who think they can twist the bike into a turn in this fashion simply have another false idea and get tired.

The Bottom Line

Steering a motorcycle results from the process of pushing the inside bar forward, the same angle and direction the forks rotate in the steering head bearings. You can also pull on the outside bar. You can do both, push and pull. That is what turns it, that is all that turns it with any degree of accuracy, efficiency, quickness or smoothness. That and only that, No

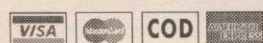
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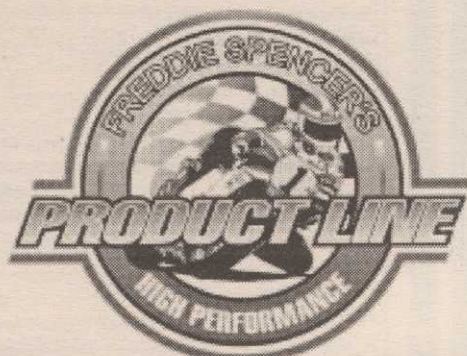
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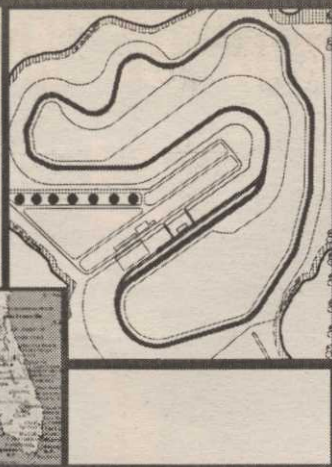


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THE ADVENTURES OF A RACER

First Person/Opinion
By Chris Ulrich



I went to Alabama to prepare a spare bike. Shane Clark was going to build my engine and help me prep the chassis. It took a few days but we got it done. I fixed my other bike and then flew home. I was supposed to drive home, but I was going to come back to go testing at Atlanta so I flew home.

I was home for about five days and

waited around at the track with the Vesrah guys until it was time to go.

Practice started Friday. We took the mini-van on a track tour to look at photo places. While we were out there we made some suggestions to Tom Shields, the RPM Race Director on setting up the haybales in the turn where Ryan Smith got killed. They did what



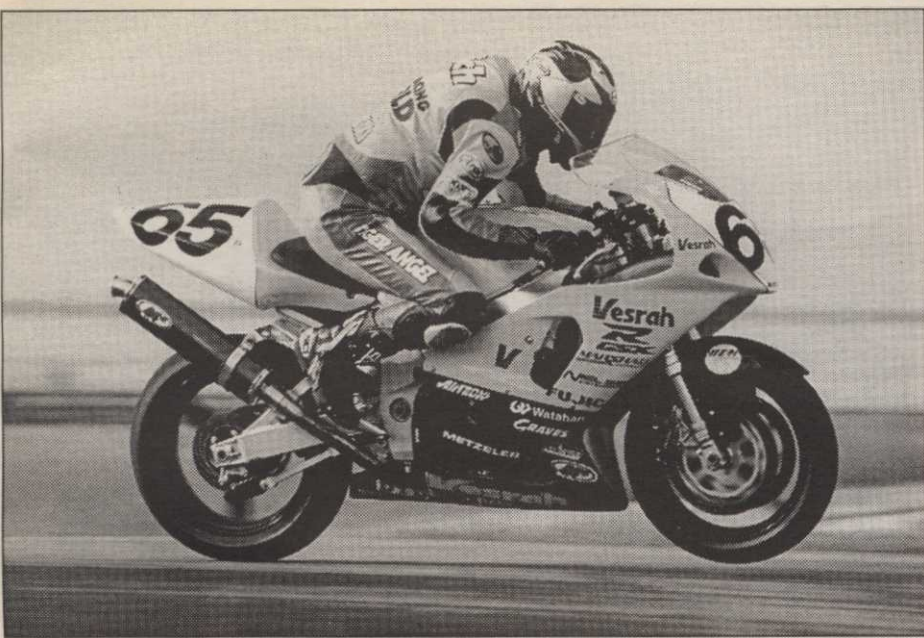
GSX-R1000, Texas World, WERA 6-hour Endurance: "The pace dropped into the 1:49s and then a few 1:48s. They signalled me to back off and then my time was up....So we ended up winning by four laps. It was good." Photo by Jamie Guffey/Artistic Intensity Photography.

then had to leave for Texas for the opening round of the WERA national Endurance series. Dave Swarts and I took my Mom's Toyota Sienna mini-van. Swarts got busted for 82 mph in a 70. I had the thing going 105 on the top speed test and didn't get caught. I guess I got lucky. I've driven that road a lot, I guess I just know where to look for troopers.

We arrived in 22 hours and just waited around. I had to pick up my dad up at the airport at 6:00 p.m. so we

we suggested and made the turn a little bit safer. They need to move the barrier back and fill in the ditch behind it, but stuff like that takes time. It was good to have an official listen to us about safety changes, and Tom even said he had offered to bring in earth-moving equipment to fix the turn, but the track declined.

To finish the track tour we went on the old banking to see if we could find this bump my dad hit in 1984 that caused him to go into a tankslap



GSX-R1000, Texas World, WERA 6-hour Endurance: "I rode my whole stint under pressure and didn't crack. I didn't get tired and kept the tires on the bike. I did what they told me to do." Photo by Jamie Guffey/Artistic Intensity Photography.

and almost crash in top gear. I was driving the van. We got onto the bank and the van felt like it want to tip over. I guess I wasn't going fast enough. I managed to get the van down to the apron, but it was sketchy for a while. We stopped on the apron and my dad and I got out to look for the spot. He didn't find it. That banking was steep!

I didn't have a sprint bike to ride so I didn't get on the track until the afternoon. I rode Mark Junge's sprint GSX-R1000 in one session. Then I rode Glenn Szarek's GSX-R750. The last session I did was on Mark's GSX-R1000 again. The track was pretty cool. The back section was what they used to run in the 1980s, then when you came out of the back section instead of going onto the banking like the old track they used the last part of the new track. It was a fun track and it took me a few sessions to learn, but I would be good for the race. I was satisfied with my times considering that I rode a different bike every session out.

I rode the endurance bike the first session out in the Saturday morning practice and then rode Glenn's TL1000R in the second session. His TL was fun to ride. It was 10 times better than a stock TL.

I was going to be third out on the bike, so that meant I would only ride one time. Mark was starting, Glenn was second and I was third. The logic behind that was I had less experience than those guys on big bikes. My GSX-R1000 experience consisted of the press intro, the Roadracing World big-bike shoot out and Friday practice.

Mark got us a good lead and then Glenn kept it. I was a lap and a few seconds ahead of second place when I got on the bike. They told me to go out and do 51s for my stint. Well, the first 10 minutes of my stint I didn't get a board with my lap times, so I couldn't pace myself. Then they started showing me the board so I set my pace at 1:50s. It was easy to do. Scott Harwell came by me and unlapped himself so I just stuck on his ass. The pace dropped into the 1:49s and then a few 1:48s. They signaled me to back off and then my time was up. Mark hopped on and hauled ass and put a couple of laps on second. Then Glenn got on and put another lap on them. So we ended up winning by four laps. It was good.

I rode my whole stint under pressure and didn't crack. I didn't get tired and kept the tires on the bike. I did

what they told me to do. Endurance racing is not about who the fastest guy on the team is, it's about consistency. I went the same speed Glenn went and rode the same amount of time. Some of the guys on the second-place team thought I was going to make a mistake when Harwell came by me, but I didn't. They also thought they would wear me out, but I train all the time, I could have run three more stints if needed. They thought the team pulled me in early, but I actually rode for 82 minutes, or six minutes more than Mark and Glenn did in their first stints.

I prepared myself for the endurance race, I can run the pace without making mistakes. What did they think, that I was at home eating doughnuts and drinking beer? This is my job, and I better be prepared when I show up at the track. Which is why I train hard.

I stuck around on Sunday to watch Glenn and Mark race. Mark won the 600cc and 1000cc races and Glenn came from the back of the grid to finish third. Then Swarts and I hopped in the family wagon and headed west. It took a miserable 22 hours to get home.

The drive home from Texas was pretty tough. I didn't get all that much sleep on the way home so I was worn out, because I did most of the driving during the hardest part of the trip. I started the trip Sunday afternoon, then I had the 3:00 a.m.-to-sunrise stint. We arrived back in Southern California Monday night and I was smoked when I got home.

I went to the gym the next day with my brother for a pretty hard workout. I started getting a sore throat halfway through the cardio part of my workout. I had a fever the next day and I went to the doctor the day after that, to find out what I had. He told me I had a sinus infection and gave me some antibiotics and decongestants. Why am I writing about this? I was scheduled to go test with the Valvoline guys at Road Atlanta the next week. I went to the doctor on Wednesday and was supposed to fly out to Alabama on that Saturday. By the time I got to Alabama I was feeling better, but I was not fully fit.

We bailed out of Athens on Monday morning. I had to go to the track to drop my trailer along with a couple of the Valvoline guys, then go back

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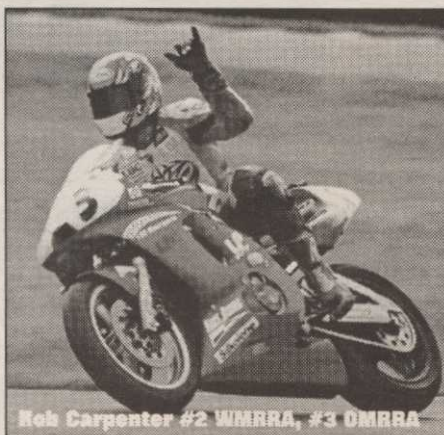
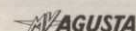
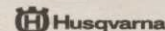
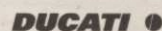
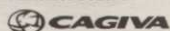
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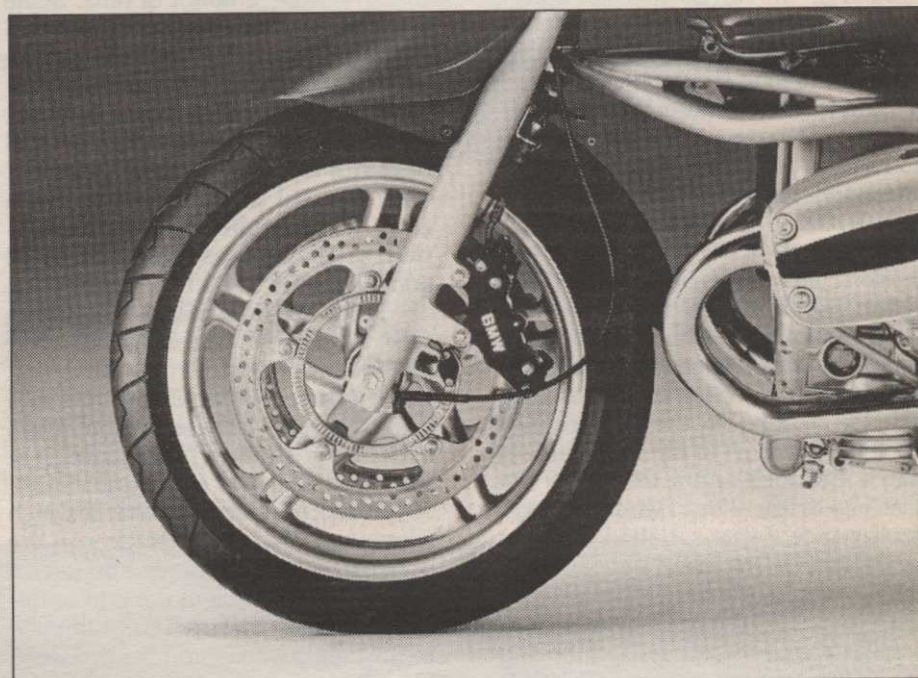
BMW R1150R PRESS INTRO
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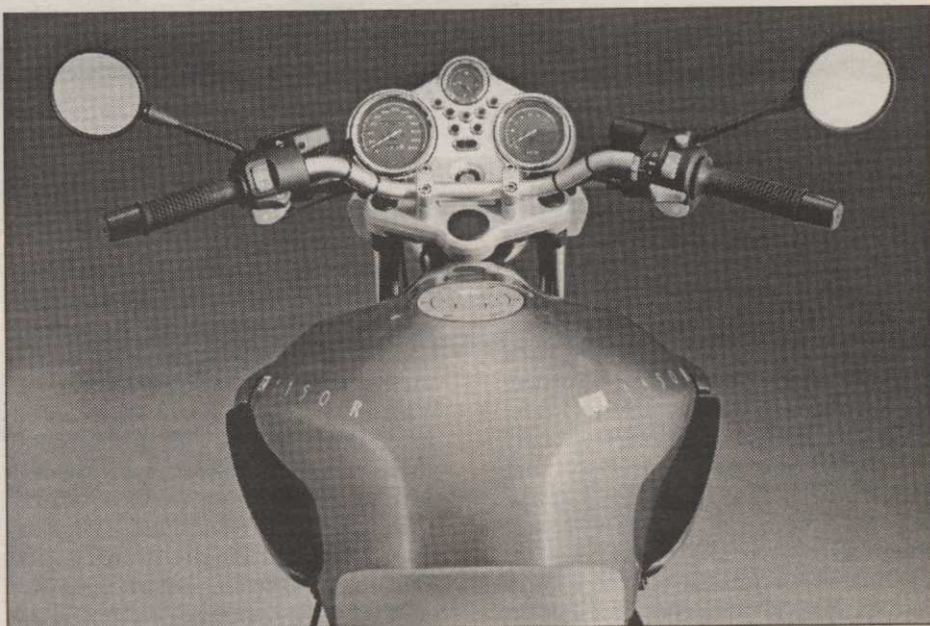
By David Swarts

The closest thing to a standard motorcycle that I had ever ridden was a Triumph Speed Triple. So when the word came down that I was to attend the press launch for a new BMW model, I had no idea what I was going to do. I don't even own an Aeros-

titch suit. When I asked Editor Ulrich what I should do, he said, "I don't know. Test its hooligan abilities. Do wheelies, burnouts, jump it over some railroad tracks or something." Wheelies? This bike is 58 inches long and weighs over 550 pounds! Yeah, whatever. Maybe



Huge 320mm brake rotors and BMW-badged differential-bore calipers supplied by Tokico are only part of the new EVO Integral ABS. The front suspension control arm seen above the cylinder has been redesigned to be lighter and more attractive.



The R1150R's instruments are said to be the only parts to carry over from the old Roadster. Heated handgrips are standard and the wide handlebars provide light, positive steering. Like all BMWs, the Roadster has unique love-or-hate switches—three separate buttons control the actuation and cancellation of the turn signals.

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The R1150R's new look is far more sportier. The oil cooler covers at the tank's sides enhance the bike's lines, but give the tank an appearance that it is larger than it is. Lighter five-spoke aluminum alloy wheels come from the R1100S sport bike.



Seen here in a staged BMW PR shot, the R1150R is in its element on a curvy mountain road. The Roadster's power is always available thanks to a flat torque curve and six-speed transmission. The clutch is optional on shifts, up or down, is vague from a standing start, and absolutely hates burnouts.

I would just concentrate on BMW's new EVO Integral ABS system.

The R1150R Roadster has been completely redesigned from its predecessor, the R1100R. As for what the model number means, the R models are the Boxers or the bikes with the horizontally-opposed twin-cylinder engines. The K bikes are the longitudinally-mounted Inline Fours. The numbers give you engine sizes, and the trailing letters tell you which model it is. FYI, the average BMW motorcycle owner is 48 years old and has a household income of over \$100,000.

The Roadster's redesign is complete with only the instruments carrying over from the old bike. The biggest changes come in the power train. The engine's displacement has been increased by 45cc (from 1085cc to 1130cc), enough to increase horsepower from 80 to 85 and fatten up the torque curve. Along with the new motor, handed down from the R1150GS Adventure Tourer, comes a six-speed gearbox with an over-drive top gear made for high-speed cruising.

Not having ridden the previous model, I cannot compare the engine improvements. Some of the other journalists present were owners of the old Roadster and said that they could feel the increased power. What I felt was that the R1150R uses every ounce of power it has. Sure a GSX-R1000 has 145 horsepower at the rear wheel, but you don't use it all and especially not rolling around town. The BMW Twin starts making torque right off idle to provide quick acceleration, and its horsepower can keep you cruising at 100 mph all day long. You can still dust most sports cars off the line, and that's what's really important, isn't it?

The new R1150R gets a revised Telelever front suspension. The control arm has been redesigned to be lighter and more complimentary of the bike's new sportier styling. Beefier female fork sliders and a fork brace have been added to handle the increased forces from the new braking system. Revised geometry and less rotating mass on the front wheel allow the previous model's steering damper to stay back in Munich. The front shock now features infinitely adjustable rebound damping as long as you can find infinity within its 3.75-turn adjustment range.

During the ride, I stopped to make front and rear suspension adjustments twice. I started in the middle on both front and rear rebound damping adjusters, then tried one turn out from full soft and one turn out from full hard, but couldn't tell a difference in the suspension's performance. Most of the roads that we traveled did not tighten up enough for any suspension changes to truly be tested, though. However, when I stiffened the rear shock's preload from 10 clicks out from full soft to 20 clicks (half-way) out from full soft, the rear end definitely got harsher. Considering that I weigh in the neighborhood of 260 pounds and the way the rear preload reacted, the R1150R should be able to carry two normal-sized people, plenty of gear, or any combination comfortably.

A big part of the R1150R's redesign was to make the appearance more sporty

to compete with the likes of the Ducati Monster. The old bike had a nostalgic, retro look to it with classic BMW pin-striping on the tank and wire-spoke wheels. The Roadster's new look is most changed in the fuel tank. From the seat, the new, sculpted tank looks huge as it now has color-coordinated shrouds covering the twin oil coolers at its sides, increasing the appearance of width. On the previous model, the oil coolers just stuck their ugly selves out in the breeze. Despite the tank's apparent girth, it was not too wide where it interfaced with this rider. Surprisingly, the BMW's seat allowed for little movement fore and aft, but the seat is well designed and provided all-day comfort. For those who really want a sporty look, BMW also has a solo rear seat cowl among the huge selection of available accessories.

The new Roadster gets the five-spoke aluminum alloy wheels from the R1100S model. The lighter wheels are also wider, accommodating fat 120/70-17 front and 170/60-17 rear tires. BMW uses multiple brands of OEM tires, to avoid supply shortages in case of some problem with a particular tire manufacturer, like, say, an earthquake shutting down a tire factory. So the test bikes seen at the press intro carried three different brands of tires. The bike I rode had Bridgestone BT56Fs while others had Metzeler MEZ4s and Dunlop D207 Sportmaxs. Although I tried to drag my knee while riding the Roadster (Hey, I've seen it done before.), the road was the limiting factor, not the bike or the tires. If I had a set of Bridge-

.....
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The BMW R1150R Roadster's main market competition comes from the Ducati Monster. BMW officials hope that the bike's new ABS system will pull in buyers despite the higher price tag.

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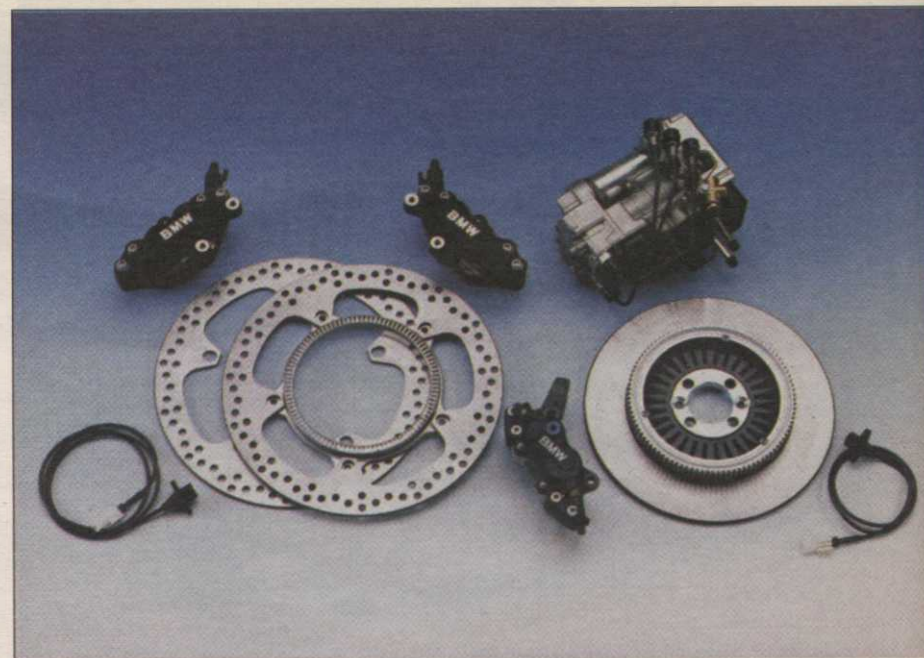
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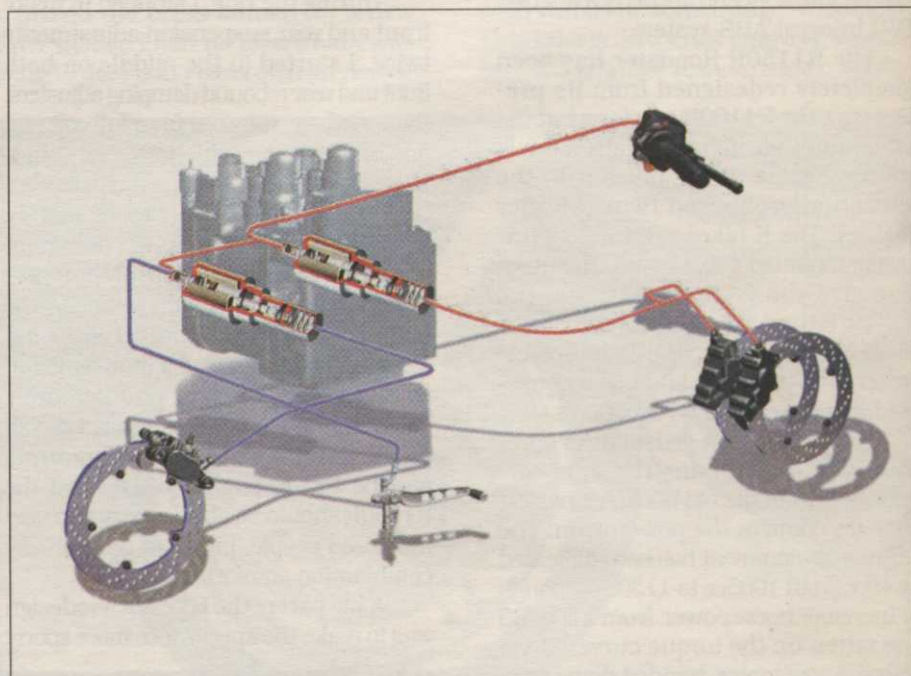


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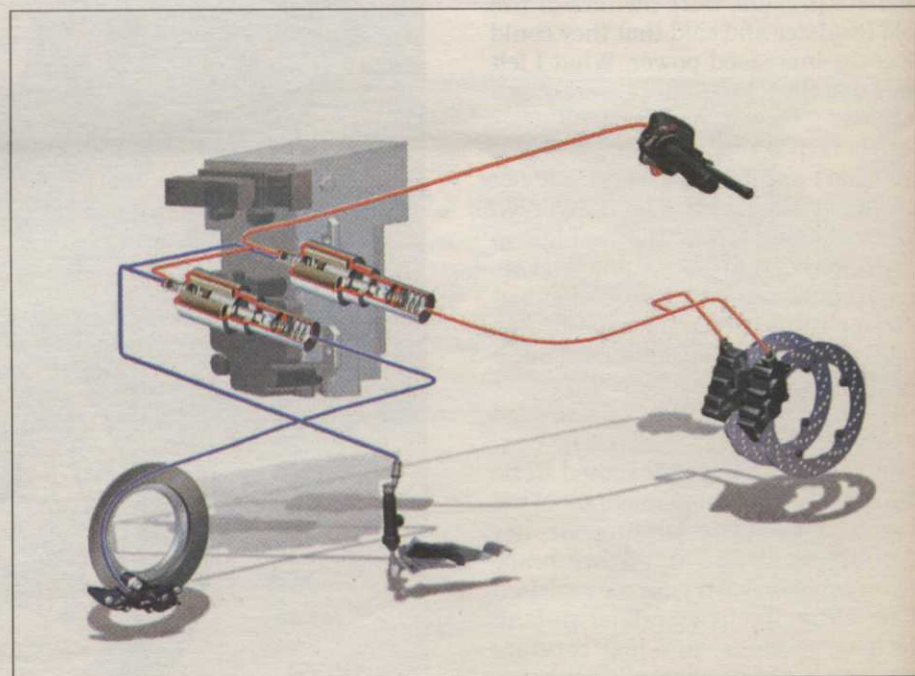
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BMW's fully integrated braking system activates all three disc brakes when either the front hand lever or rear foot pedal are applied. The inline control valves highlighted here are actually contained in the control module in the back ground. The system used a micro processor that adapts braking force to each wheel according to load conditions.



BMW's partially integrated braking system allows the rear brake to be used separately from the front via the rear foot pedal. The front brake lever still operates front and rear brakes together. The partially integrated system is available on BMW's sportier models like the R1150R, which is also available without any ABS at all.

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stone's newest DOT-labeled race rubber and some time at Willow Springs, I bet I could put that right cylinder head of the R1150R on the deck despite BMW's claim of 50 degrees of cornering clearance.

The R1150R improvement the BMW people seem proudest of is the new EVO Integral ABS system. More on that later.

At first, I questioned the location of the intro, in Austin, Texas. Other than some of my good Texas racing buddies, the Sixth Street "entertainment" district, and 20,000 University of Texas co-eds, I could think of nothing that would draw motorcycle journalists to Austin. The chauffeured Town Car and \$325/night room at the Four Seasons improved my opinion of BMW's choice, but nearly 80 degrees and blue skies on a mid-March day was the real reason for the locale. As it turns out,

the rider's favorite brand of stereo, and also features a electronically adjustable windscreen. If all a rider's stuff won't fit in the standard hard bags, BMW offers even bigger ones as accessories. One strange thing about the RT was that above 5000 rpm in the bottom five gears, there was more vibration than I would expect from a touring bike. The vibes went away in sixth but the revs were below 5K then. The BMW representatives seemed surprised by this observation, which was noted by more than one journalist. As a side note, the RT doesn't wheelie as well as the Roadster, but it has the same brakes.

BMW was the first company to put anti-lock brakes on a motorcycle, offering the K100RS Special with ABS in 1988. That system weighed 24.5 pounds above and beyond the weight of the rotors, calipers, and normal braking hardware. The second-generation BMW ABS worked more efficiently but mainly just cut the weight down to 13.14 pounds. Now BMW has come out with a third generation motorcycle ABS and

misunderstood the partially integrated idea.

Other manufacturers have linked braking systems in which operating either brake lever applies brakes on both ends, say the rear caliper plus one of the three pairs of front caliper pistons or vice versa, but BMW's system is the first fully-integrated system. Step on the rear brake pedal and feel all three calipers grab with full force.

The Roadster can also be ordered without any ABS.

Another innovation seen in the system is the development of Adaptive Braking Force. Braking produces wheel load distribution, i.e., weight is transferred to the front wheel. In most situations, a motorcycle's front wheel does most of the braking and it's easy to lock up the rear wheel if it's in the air during a stop. In other situations, say, with a passenger and full saddlebags, there is still significant weight on the rear wheel during a stop. The newest BMW integral ABS system is micro-processor controlled and determines the actual load on the machine when the brakes are applied for the first time after start up, and then considers that load during every stop thereafter. The system is able to recognize a new load condition, such as an added or offloaded passenger or cargo, within a split second during a subsequent stop, and the braking system then distributes what it considers to be optimum braking force to each wheel.

The system makes the bike feel more stable when the brakes are applied while leaned over in a corner, when braking over inconsistent surfaces, and when braking while riding solo down a hill when increased pressure will be on the front wheel. During my brake testing, I was able to jump on the test RT and fool it into modest stoppies, but with each subsequent application of the brakes, the system tried to adjust to keep the back wheel on the ground.

Adding to the smart brake force distribution technology is what is best described as a power brake system. Anyone who has forgotten to set the parking brake on a car and then has stabbed the brake pedal when it started rolling knows that when the key is off, it takes a lot of effort on the pedal to get a car with power brakes stopped. Turn the engine on, and it stops on a dime with a much lighter touch.

BMW has now added power-assist braking servo motors, one each front and rear, inside the ABS unit. The biggest benefit is that line pressure is built quicker, allowing the brakes to operate at full power sooner. Does reaching full braking power quicker actually help? Yes. At 62 mph, a tenth of a second equals 2.70 meters traveled, or about nine feet, according to BMW. BMW's EVO Integral ABS is the most powerful and easy to use braking system in the world.

During our ride, journalists were given the opportunity to test the ABS system on a previous R1100RT model against the new system on the R1150RT, back-to-back. The old system stopped well, quickly and quietly, but the new system stopped the bike harder than I have ever used the brakes on a race-track. I had fun because the ABS meant I could throw my fear of locking the front wheel right out the window and just grab the front brake lever as fast

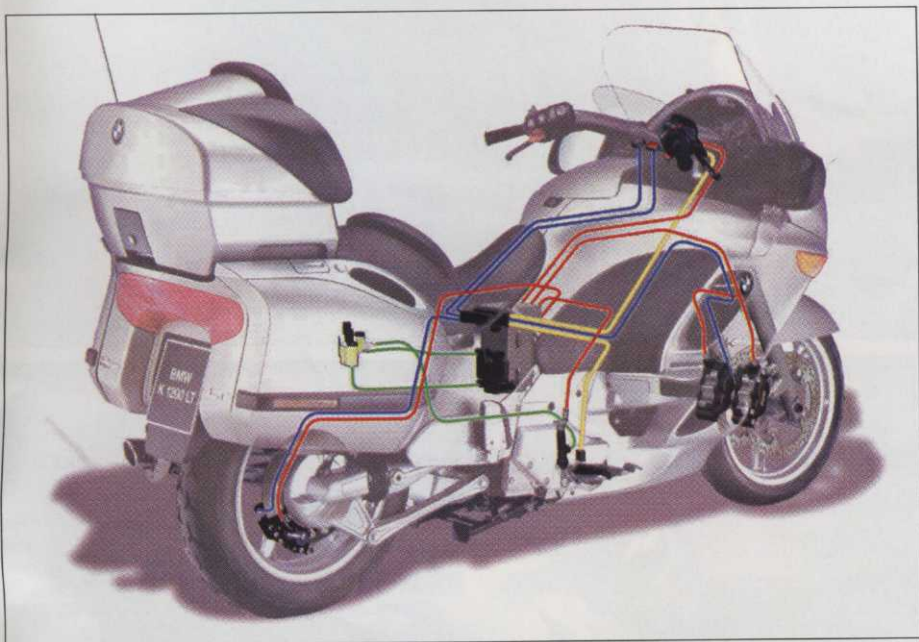
and hard as I physically could. The bike would just stop harder and harder with very little drama.

Once I showed no fear, the pack was upon me. Hey, let's get Davey to try it! Other journalists encouraged me to try stopping from a higher speed. So instead of braking from the top of first gear, I went down the road a little farther, gassed the bike sideways in the gravel on the shoulder for extra effect, and accelerated to the top of second gear, or about 60 mph. The back tire came off the ground and the ABS definitely kicked in, but in a subtle way. Unlike a car ABS system that pulses the brake pedal back at the driver in anything but a subtle way, the BMW ABS gives subtle feedback through the lever to let the rider know that it has taken over for a nanosecond before it gives control back to the rider. The system operates through the use of a plunger and ball in the servo motor that controls brake line pressure. When the new ABS kicks in, an electric magnet instantly retracts the plunger and ball, reducing line pressure and the braking effect at the calipers. When the magnet releases the ball, line pressure returns just as quickly. All of this is virtually transparent to the right hand.

I was truly amazed and wanted to stay there doing more braking tests. I wanted to try using the rear pedal only, to see if the stopping distances were the same thanks to the integral system. I wanted to test the Roadster that I had been riding all morning against the RT. I wanted to water down the road and really try the ABS. I wanted to find some tighter corners and see if I could use the feedback of the ABS system while trail braking into a corner. I wanted to turn the bike off and test the adaptive braking force by measuring how quickly the braking distances were reduced. But soon after seeing my front-tire-howling stoppies on a \$16,000 motorcycle with two other groups of journalists still on their way to Austin, BMW officials pulled the plug on the test, saying it was too dangerous to be doing tests like this on a public road. But I've gotta say, I felt perfectly safe slamming on the BMW's brakes.

Up until recently, it would have been hard for me to put this BMW Roadster into proper perspective. For years, a motorcycle was a toy to me; something to enjoy for a specific purpose like a Sunday morning scratching session in the canyons or another attempt to do a double jump at the motocross track. But ever since my truck has been in the shop and I've been riding a motorcycle for daily transportation, I've gained a new appreciation for other bikes. I think that I could handle having the R1150R as my daily driver. It has enough power to pull a decent wheelie with practice, it has the ability to embarrass a newer rider on a racer-replica in the canyons, there are enough accessories to expand the bike into a weekend tourer or cargo hauler, the heated handgrips would come in handy even in Southern California, the three-year/36,000-mile warranty and roadside assistance would help justify the price tag, but the brakes seal the deal on this machine. The R1150R Roadster is a very good motorcycle, and the new EVO Integral ABS system makes it that much better.

RW



The new EVO Integral ABS, as used on the BMW K1200LT. The new power assisted brake system provides increased braking performance with up to 50 percent less lever effort.

Austin is also central to several small tourist spots and some great roads for doing what these BMWs do best—haul ass over moderate distances in decent comfort. For most of the 320-mile ride, we were cruising along at 80-90 mph. The down side of that was that there were no corners tight enough to really try to ride these bikes aggressively.

Although I spent most of my time on the Roadster, I also spent about 100 miles on the 2002 R1150RT. This is the model used for Police work throughout the world and most noticeably by the California Highway Patrol. It was on this bike that I did some new-versus-old braking comparison tests.

The R1150RT receives the same new 1130cc power plant from the GS-model, but cams from the R1100R (the sporty model with the pipes under the seat) and a different exhaust allow the RT to make a claimed 95 horsepower and 74 lbs.-ft. of torque. Together with the sleek full fairing, the RT has enough power to hold the Roadster off even with the Roadster rider's left hand on the fork leg in a full-on dirt-track tuck. In the hands of ex-AMA Pro flat tracker Tom Scott, the RT was every bit a match for the sportier Roadster on fast roads.

The R1150RT has received a small facelift. It still comes pre-wired for

done more than just cut the weight. Yes, the weight is now down to just 9.16 pounds, but the overall braking performance has been improved in nearly every situation. BMW claims the new system will "make every rider a professional when it comes to using the brakes," and I tend to agree.

The 2002 Roadster and R1150RT are the first BMWs to come equipped with the new EVO Integral ABS system. The system starts with great standard hardware. Up front are road-race-quality 320mm rotors and differential-bore four-piston calipers, Tokicos on the Roadster and Brembos on the RT. In the back, a 10.9-inch disc and twin-piston caliper is used on the R1150R where the RT gets an 11.2-inch disc. Both bikes are available with the fully integrated system, where either the front brake lever or rear brake pedal will operate all three calipers, but the Roadster receives a partially integrated system as standard when ordered with ABS. The theory behind the partial system is that riders of the sportier models, like the Roadster, may wish to apply the rear brake individually of the front during aggressive riding. If you are riding hard enough to want to steer a BMW with the rear brake, you are probably on the wrong bike. But hey, that's my two cents worth, and I fried a clutch trying to do a burn-out because I

Triumph Tiger Is Designed To Do It All

By David Swarts

Bucking the specialization trend, the Triumph Tiger is an Adventure Tourer, a versatile motorcycle designed to handle three different areas of motorcycling—touring, sport riding and off-road (fireroad) riding. The bike was first seen in 1993, and the new 2001-model makes more power and less noise than its predecessor, and has evolved into a serious (albeit non-ABS-equipped) competitor for the BMW R1150GS, at a lower price.

The 2001 Triumph Tiger has been improved most significantly in the engine department. Replacing last year's 885cc engine in the Tiger's tubular steel perimeter frame is the new 955cc, fuel-injected Triumph Triple. The new engine has all-new crankcases, and they're die-cast instead of sand-cast to hold more consistent manufacturing tolerances. The Sagem fuel-injection is now a closed-loop system with an oxygen sensor monitoring the exhaust to optimize the fuel/air mixture to improve performance and reduce unburned fuel emissions. Together with the 70cc increase in displacement and a revised exhaust featuring header balance tubes, these changes help boost the new Tiger's power from a claimed 86 hp at 8200 rpm to 104 hp at 9500 rpm. Torque is also up from 62 lbs.-ft. at 6400 rpm to 67.8 lbs.-ft. at 4400 rpm.

Riding the new bike and the old bike back-to-back, the power difference is as big, if not bigger than it looks on paper. Off the line or in top gear on the freeway, the power increase is impossible to miss. The difference in torque is easily felt when navigating tight back roads. Corners that would demand a downshift on the old bike were easily taken in the next higher gear on the new bike thanks to the abundance of torque and mid-range now available. The new motor makes it seem effortless to go fast because there's always power waiting at the exit of the corner no matter what gear the rider finds himself in.

Other changes to the engine were focused on reducing engine noise. The alternator has been moved from the top of the crankcases to the end of the crankshaft to eliminate the gearing, and associated noise, necessary to drive the alternator. Similarly, the starter's gearing has been changed so that it does not turn except for when the starter is actually being used. Gears, instead of a chain, are now used to drive the oil pump. The new crankcases and engine covers have all been designed to reduce excess engine noise, resulting in a quieter and more

refined motorcycle.

The old bike not only made more noise, but much more vibration as the revs rose. Above 5000 rpm, the old motor vibrated enough and made enough mechanical noise that it felt and sounded like it was about to explode, urging the rider to shift early. By comparison, the old engine vibrated worse at 5000 rpm than the new one does at redline, further exaggerating the older model's less power. The new model still has the exotic growl that only an Inline Triple can produce, but internal engine noise quickly disappears in the wind blast.

Triumph engineers chose not to make many changes to the chassis, which, in my opinion, is a good thing. The old bike was extremely capable of getting its intended job done, and the new bike's chassis handles the extra power and speed just as well. The forks still lack adjustments of any kind, but have been revised internally to reduce front-end dive under braking. The rear shock has revised damping and is adjustable for preload and rebound damping. Metzeler or Pirelli V-rated radial tires are now fitted standard to the Tiger's wire-spoke wheels.

Features that carry over from the previous model to the new bike include an effective fairing with dual headlights, a large 6.1-gallon tank providing a cruising range of over 200 miles, and a seat that is three-way adjustable for height. Accessories available for the Tiger include an integrated alarm, a taller screen that anyone over 5'10" will probably opt for to reduce buffeting and wind noise, hard saddle bags and top box, an after-market exhaust silencer, and heated

hand grips. However, the Tiger does not come with a center stand.

During a 300-mile press ride, I felt that the Tiger was a little harsh on the freeway with sharp bumps kicked through the seat to the rider. Adding more rear preload and a little more rebound damping helped.

But the big advantage with this bike isn't its pure freeway performance, but rather its ability to not only handle straight-line freeway, but also 80-mph sweepers, dirty canyon roads and even rutted dirt roads with shallow water crossings. The intro ride from Costa Mesa across the Ortega Highway to Courser, Fallbrook, Mt. Palomar, Ramona and back, covered almost everything that Southern California could offer—other than snow—including smooth, fast canyon roads; tight, hill-side orchard roads littered with fallen citrus fruit; loose dirt and sand trails; hard-packed, rocky, dirt roads; high-

speed, two-lane highways; and freeway lane splitting.

But even with the adjustable seat height set on the lowest position, the Tiger's seat is still way off the ground and the bike can be tricky to maneuver in a parking lot. It was not, however, a problem to put my foot solidly on the ground at traffic lights.

With a taller windscreen and some hard luggage, I could easily ride this bike coast-to-coast, and turn off mid-way to explore a winding dirt road. And as delivered, the Tiger is a pretty competent tight-canyon-road scratcher, with a good rider able to run with riders on pure sportbikes.

The Triumph Tiger lives up to the Adventure Tourer tagline, allowing a rider to just get on and go exploring. I don't know who said it, but with this thing it's true that just because the pavement ends doesn't mean the fun has to.

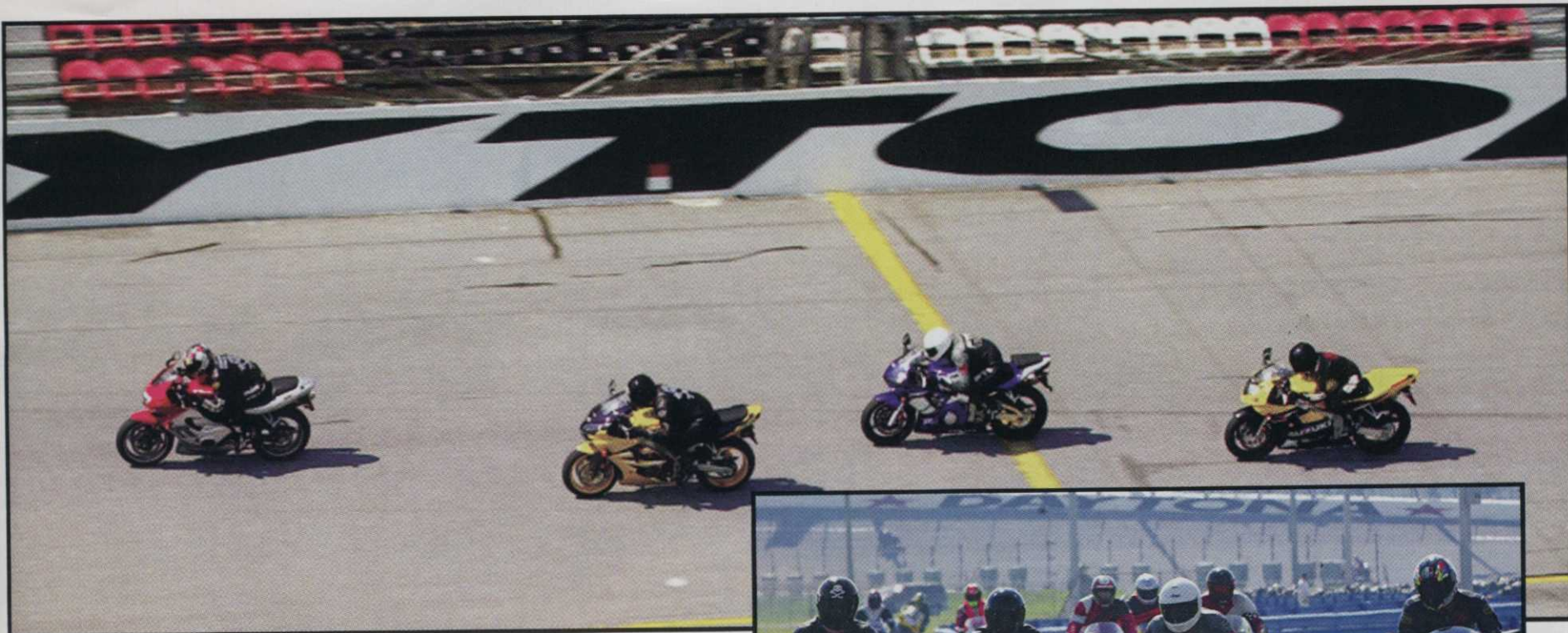
RW



The new Triumph Tiger with optional hard bags, as seen in Triumph press kit photo.



Left-side view of the Triumph Tiger, during a press ride in Southern California. Photo by David Swarts.



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Portland Int. Raceway Thursday, September 6 School, Track Ride, Practice. School and track ride include weekend gate and paddock pass for F-USA Nationals

Willow Springs Raceway Thursday, September 13 AMA Pro Practice

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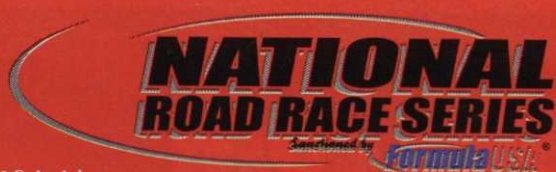
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2001 Schedule

April 19-22	Rosamond, CA	Willow Springs International Raceway
June 28 - July 1	Danville, VA	Virginia International Raceway
August 23-26	Long Pond, PA	Pocono International Raceway
Sept. 6-9	Portland, OR	Portland International Raceway
Oct. 17-21	Daytona Beach, FL	Daytona International Speedway

California Roadracing Championship

April 28-29 Thunderhill Park
May 26-27 Firebird Intl.
June 2-3 Streets of Willow
June 16-17 Las Vegas Classic Course
June 30-July 1 Buttonwillow (TC)
August 11-12 Thunderhill Park (TC)
September 1-2 Streets of Willow
Sept. 15-16 Phoenix Intl Raceway
October 6-7 Thunderhill Park
Nov. 10-11 Buttonwillow Raceway
December 1-2 Streets of Willow *

Central Motorcycle Roadracing Assoc. Championships Sanctioned by CCS

April 28-29 Texas World Speedway
June 1-3 Hallett Racing Circuit
June 16-17 Heartland Park-Topeka
June 23-24 Oak Hill Raceway
July 21-22 Texas World Speedway
Sept. 1-2 Motorsports Ranch
Sept. 29-30 Hallett Racing Circuit
October 27-28 Texas World Speedway

Florida Roadracing Championship

April 21-22 Maroso Motorsports Park
May 27-28 Maroso Motorsports Park
June 9-10 Carolina (TC)
June 23-24 Homestead
July 21-22 Maroso Motorsports Park
August 25-26 Maroso Motorsports Park
Sept. 1-2 Roebeling Road (TC)
Sept. 22-23 Maroso Motorsports Park
December 8-9 Homestead *

Great Lakes Road Racing Association Championship

April 21-22 Grattan Raceway
May 19-20 Gingerman Raceway
June 2-3 Grattan Raceway
July 7-8 Grattan Raceway
August 11-12 Gingerman Raceway
August 25-26 Grattan Raceway
Sept. 8-9 Gingerman Raceway
Sept. 22-23 Grattan Raceway

Great Plains Roadracing Championship

April 27-29 Road America** (TC on Friday)
May 19-20 Blackhawk Farms
June 9-10 Gateway
June 16-17 Heartland Park (TC)
July 7-8 Blackhawk
August 11-12 Gingerman Raceway
Sept. 8-9 Blackhawk Farms (TC)
Sept. 15-16 Gateway (TC)
Sept. 29-30 Hallett Racing Circuit
October 6-7 Gateway *

Mid-West Roadracing Championship

April 27-29 Road America** (TC on Friday)
May 19-20 Blackhawk Farms
June 2-3 Blackhawk Farms
June 16-17 Heartland Park (TC)
July 7-8 Blackhawk
August 11-12 Gingerman Raceway
August 25-26 Blackhawk Farms
Sept. 8-9 Blackhawk Farms (TC)
Sept. 22-23 Grattan Raceway
October 6-7 Gateway *

Mid-Atlantic Roadracing Championship

April 14-15 Virginia Intl.
May 5-6 Carolina
May 12-13 Summit Point (TC)
June 2-3 Rausch Creek Raceway
June 23-24 Roebeling Road
July 7-8 Summit Point
July 14-15 Rausch Creek Raceway
August 4-5 Virginia Intl. (TC)
August 18-19 Rausch Creek Raceway
Sept. 8-9 Summit Point
Sept. 22-23 Rausch Creek (TC)
October 6-7 Virginia Intl. Raceway
October 13-14 Summit Point *

Northeast Roadracing Championship

April 28-29 New Hampshire Intl.
May 5-6 Rausch Creek Raceway
May 19-20 New Hampshire Intl.
June 9-10 New Hampshire Intl.
July 7-8 New Hampshire Intl.
July 21-22 Rausch Creek Raceway
July 28-29 New Hampshire Intl.
August 11-12 Rausch Creek Raceway
August 18-19 New Hampshire Intl.
Sept. 1-2 New Hampshire Intl.
Sept. 29-30 New Hampshire Intl.

Southeast Roadracing Championship

April 14-15 Virginia Intl. Raceway
May 5-6 Carolina Motorsports Park
May 26-27 Roebeling Road Raceway
June 9-10 Carolina (TC)
June 23-24 Roebeling Road Raceway
July 21-22 Roebeling Road Raceway
August 4-5 Virginia Intl. (TC)
August 11-12 Road Atlanta
September 1-2 Roebeling Road (TC)
October 6-7 Virginia Intl. Raceway
November 3-4 Carolina *

Southwest Roadracing Championship

May 5-6 Firebird Intl. East
May 26-27 Firebird Intl. Raceway
June 16-17 Las Vegas Classic Course
June 30-July 1 Buttonwillow (TC)
Sept. 1-2 Streets of Willow
Sept. 15-16 Phoenix Intl Raceway
Oct 6-7 Firebird Intl. (TC)
Nov. 11-12 Buttonwillow
December 8-9 Firebird Intl. *

2001 Race of Champions XVIII

October 18-21 Daytona International Speedway

All Dates Are Subject to Change.

* - Double Points TC-Team Challenge
** - Twin Sprint Event (Friday Riders School)

2001 Regional Team Challenge Events

April 27-29 Road America** (TC on Friday)
May 12-13 Summit Point (TC)
May 19-20 Carolina (TC)
June 9-10 Heartland Park (TC)
June 16-17 Buttonwillow (TC)
June 30-July 1 Virginia Intl. (TC)
August 4-5 Thunderhill Park (TC)
August 11-12 Blackhawk Farms (TC)
August 24-25 Roebeling Road (TC)
Sept. 1-2 Gateway (TC)
Sept. 15-16 Rausch Creek (TC)
Sept. 22-23 Firebird Intl. (TC)
October 6-7